

MANGAUNG METROPOLITAN MUNICIPALITY



Built Environment Performance Plan 2020-21 /2022-23

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Definitions

Catalytic Urban Development Programmes

Catalytic urban development programmes are urban development programmes and associated projects that: -

- a) Enable integration, that is, mixed and intensified land uses where the residential land use caters for people across various income bands and at increased densities that better support the viability of public transport systems;
- b) Are strategically located within integration zones in metropolitan municipalities; and are game changers in that the nature and scope of the projects are likely to have significant impact on spatial form and unlock economic activity.
- c) Involve major infrastructure investment;
- d) Require a blend of finance where a mix of public funds is able to leverage private sector investment as well as unlock household investment;
- e) Require specific skills across a number of professions and have multiple stakeholders.

The catalytic programme development process delivers a series of built environment projects to be implemented by either national, provincial, municipal or private sector which will progressively put cities on the path to achieving compact cities and transformed urban spaces and are therefore outcomes led. The public sector projects must demonstrate how they leverage private and household investment.

Climate Adaptation

The process of adjustment to actual or expected climate and its effects. In human systems, adaptation seeks to moderate or avoid harm or exploit beneficial opportunities. In some natural systems, human intervention may facilitate adjustment to expected climate and its effects.

Climate Mitigation

A human intervention to reduce the sources or enhance the sinks of greenhouse gases (GHGs). This includes human interventions to reduce the sources of other substances which may contribute directly or indirectly to limiting climate change.

Climate Resilience

The capacity of social, economic and environment systems to cope with a hazardous event or trend or disturbance, responding or reorganising in ways that maintain their essential function, identity and structure, while also maintaining the capacity for adaptation, learning and transforming.

Densification

Increased use of space, both horizontally and vertically, within existing areas/properties and new developments, accompanied by an increased number of units and/or population threshold.

Economic/Employment Node

Employment or economic nodes are localised urban agglomeration economies with the highest number of jobs per unit of area (job densities). They are the primary urban destinations and therefore are mostly located on major transit routes and accessible via a variety of transport modes. In terms of land use, employment nodes can either be mixed – a cluster of office, retail, industrial, community and residential land uses; or uniform - homogenous land uses such as industrial or office complexes. Building heights and land coverage in economic nodes are much higher compared to average urban places. In terms of life cycle stage, they can be segmented into emerging (township nodes or urban hubs), established (decentralised commercial nodes) and declining nodes (CBDs). Size and catchment area of economic nodes are characterised into a descending hierarchy, e.g. Regional, CBD, Metropolitan, Suburban and Neighbourhood.

Integration Zone (IZ)

The Urban Network consists of a number of Integration Zones. Each zone is a part of a city or city region-wide TOD network. An integration zone is a spatial planning element facilitating spatial targeting of investment aimed at spatial transformation. Each zone consists of a transit spine connecting two anchors via mass public transport (rail/bus), e.g. the CBD and an “urban hub” (township node with the best investment potential). It can also comprise of

	<p>the CBD and another primary metropolitan business node. Between the two Integration Zone anchors are a limited number of Integration Zone intermediate nodes that are strategically located at key intersections connecting to marginalised residential areas (townships and informal settlements) and economic nodes (commercial and industrial nodes) via feeder routes. The Urban Hub connects to secondary townships nodes within the marginalised peripheral township. The Integration Zone includes a hierarchy of TOD precincts located and prioritised within the structure of nodes described above.</p>
Marginalised residential areas	<p>Marginalised areas are areas, primarily residential in purpose with related land uses, which are in decline and/or where people are deprived. They are typically informal settlements and dormitory residential townships in need of redress. These are areas that do not tend to be the focus of the private sector developers and will thus require some kind of intervention or support from government to start with if it they are to flourish as liveable neighbourhoods with high accessibility to the broader urban network.</p>
Spatial Targeting	<p>A built environment investment prioritization approach where specific areas are prioritized for investment at a range of geographic scales, within an urban system, to achieve particular development outcomes. Spatial Targeting is an approach recommended by the National Development Plan.</p>
Transit-oriented Development (TOD):	<p>TOD is a planning concept that directs public and private investment to areas of maximum public transport access in a city, doing it in a way that creates liveable environments. TOD is designed to maximise access to rapid/frequent public transport, encourage public transport ridership and walkable precincts. The symbiotic relationship between land use, built form and public transport lies at its core. From a transport perspective TOD is focussed on promoting sustainable public transport while minimising the travel mode share of private motor vehicles and the negative externalities of this mode including reduced rates of private car parking and carbon emissions. From a spatial development perspective the focus is on creating an inclusive network of well-designed precincts of mixed land use and increased residential densities in an improved public environment (high quality public spaces and streets, which are pedestrian and cyclist friendly) with high pedestrian accessibility within 500 – 800 metres of transit stations.</p>
Turn-key development Urban management	<p>A design and build development project that is constructed to be sold on to a consumer as a completed product.</p> <p>The day-to-day operations in a precinct, such as cleaning, waste removal, traffic, transport, land use management, informal trader management and security services. It can extend to place-making, marketing and social services. The management of localised public transport operations and facilities is also an important urban management function.</p>
Urban Network	<p>The consists of a primary and secondary network which interconnects at strategic nodes known as Urban Hubs, which are located within townships.</p>
Urban Networks Strategy	<p>is a transit oriented precinct investment planning, development and management approach. Its focus is on strategic spatial transformation that optimises access to social and economic opportunities for all and especially the poor. It aims to work towards a more efficient urban environment that creates an enabling environment for economic growth and development.</p>

Abbreviations

AH	Agri Hubs
BEPP	Built Environment Performance Plan
CBD	Central Business District
CIDMS	City Infrastructure Delivery Management System
CIF	Capital Investment Framework
CLD	Catalytic Land Development
CLDP	Catalytic Land Development Programme
CRU	Community Residential Units
CSIP	City Support Implementation Plan
CSP	City Support Programme
DORA	Division of Revenue Act
DESTEA	Department of Economic, Small Business Development, Tourism and Environmental Affairs (Free State Provincial Government)
DTI	Department of Trade and Industry
FPSU	Farmer Production Support Units
HSDG	Human Settlement Development Grant
ICDG	Integrated City Development Grant
IDP	Integrated Development Plan
IUDF	Integrated Urban Development Framework
IZ	Integration Zone
MFMA	Municipal Finance Management Act
MSDF	Municipal Spatial Development Framework
MTREF	Medium Term Revenue and Expenditure Framework
NDP	National Development Plan
NDPG	Neighbourhood Development Partnership Grant
NSDP	National Spatial Development Perspective
NT	National Treasury
PTNG	Public Transport Network Grant
RUMC	Rural Urban Market Centre
SANBI	South African National Biodiversity Institute
SDF	Spatial Development Framework
SDR	Strategic Development Review
SNDB	Sub National Doing Business
SOE	State Owned Entity/ Enterprise
SPLUMA	Spatial Planning and Land Use Management Act
TOD	Transit-Oriented Development
UNS	Urban Network Strategy
USDG	Urban Settlements Development Grant

Section A. Introduction

A.1 Introduction

The Built Environment Performance Plan (BEPP) was first introduced in the 2011/12 financial year as an eligibility requirement in respect of the Urban Settlements Development Grant (USDG). The BEPP is a legislative requirement of the Division of Revenue Act and consequently all the eight metropolitan municipalities must annually submit the BEPP to National Treasury. The BEPP provides the opportunity to plan for the alignment of the various built environment grants within the municipal space and to enhance the planning process to facilitate improved intergovernmental coordination in the planning and implementation of urban investment in metropolitan areas.

The BEPP is also a strategic plan aimed at attaining urban transformation, economic development, integrated and inclusive urban form. It must align and integrate planning process vertically and horizontally to ensure intergovernmental programme and project pipeline to maximise outcomes and impact. The BEPP promotes transversal planning arrangements to coordinate and implement the work of the three spheres of government (inclusive of SOEs) and to serve as investment coordinating framework with external stakeholders such as private sector roleplayers (e.g. developers, organized business and investors). Furthermore, the BEPP serves to outline the capital infrastructure programme of the city and the deployment and utilization of capital grants allocation.

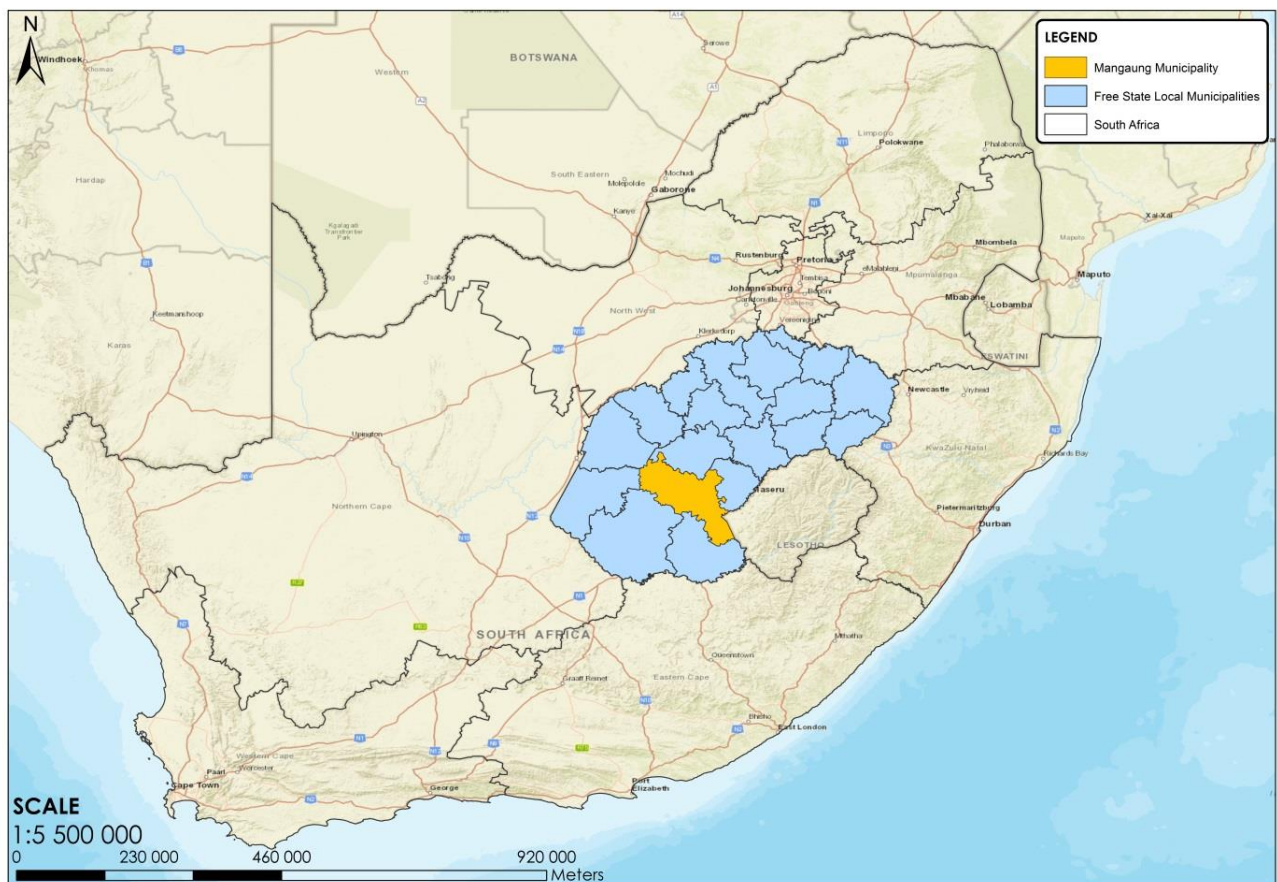
Vote	Name of allocation	Purpose	Column A	Column B	
			2020/ 21	Forward Estimates	
			'000	2021/22 '000	2022/23 '000
National Treasury (Vote 8)	(a) Infrastructure Skills Development Grant	To recruit unemployed graduates into municipalities to be trained and professionally registered, as per the requirements of the relevant statutory councils within the built environment.	2 500	3500	4000
	(b) Local Government Financial Management Grant	To promote and support reforms in financial management by building capacity in municipalities to implement the Municipal Finance Management Act.	2 200	2 300	2 300
National Treasury (Vote 8)	Integrated City Development Grant	To provide a financial incentive for metropolitan municipalities to achieve a more compact urban spatial form through integrating and focussing their use of available infrastructure investment and regulatory instruments; to support metropolitan municipalities to develop a pipeline of investment ready capital programmes and projects through establishing and institutionalising an effective and	6 450	12 932	13 673

		efficient system of programme and project preparation.			
Public Works and Infrastructure (Vote 13)	Expanded Public Works Programme Integrated Grant for Municipalities	To incentivise municipalities to expand work creation efforts through the use of labour intensive delivery methods in the following identified focus areas, in compliance with the Expanded Public Works Programme guidelines: road maintenance and the maintenance of buildings; low traffic volume roads and rural roads; basic services infrastructure, including water and sanitation reticulation (excluding bulk infrastructure); other economic and social infrastructure; tourism and cultural industries; waste management; parks and beautification; sustainable land-based livelihoods; social services programmes; community safety programmes.	1 834		
Human Settlements (Vote 33)	Informal Settlements Upgrading Partnership Grant for Municipalities	To provide funding to facilitate a programmatic, inclusive and municipality-wide approach to upgrading of informal settlements.			
	Urban Settlements Development Grant	To supplement the capital revenues of metropolitan municipalities in order to implement infrastructure projects that promote equitable, integrated, productive, inclusive and sustainable urban development; to provide funding to facilitate a programmatic, inclusive and municipality-wide approach to upgrading informal settlements.	754 593	495 269	491 759
National Treasury (Vote 8)	Neighbourhood Development Partnership Grant (Capital)	To plan, catalyse, and invest in targeted locations in order to attract and sustain third party capital investments aimed at spatial transformation, that will improve the quality of life, and access to opportunities for residents in South Africa's under-served neighbourhoods, generally townships and rural towns.	10 000	10 000	11003
Transport (Vote 40)	(a) Public Transport Network Grant	To provide funding for accelerated construction and improvement of public and non-motorised transport infrastructure that form part of a municipal integrated public transport network and to support the planning, regulation, control, management and operations of fiscally and financially sustainable municipal public transport network services.	242 210	223 443	233 123
Total			1019 787	747 444	755 858

Table 1: List of Infrastructure Grant: Mangaung Allocations (Source: DORA 2020)

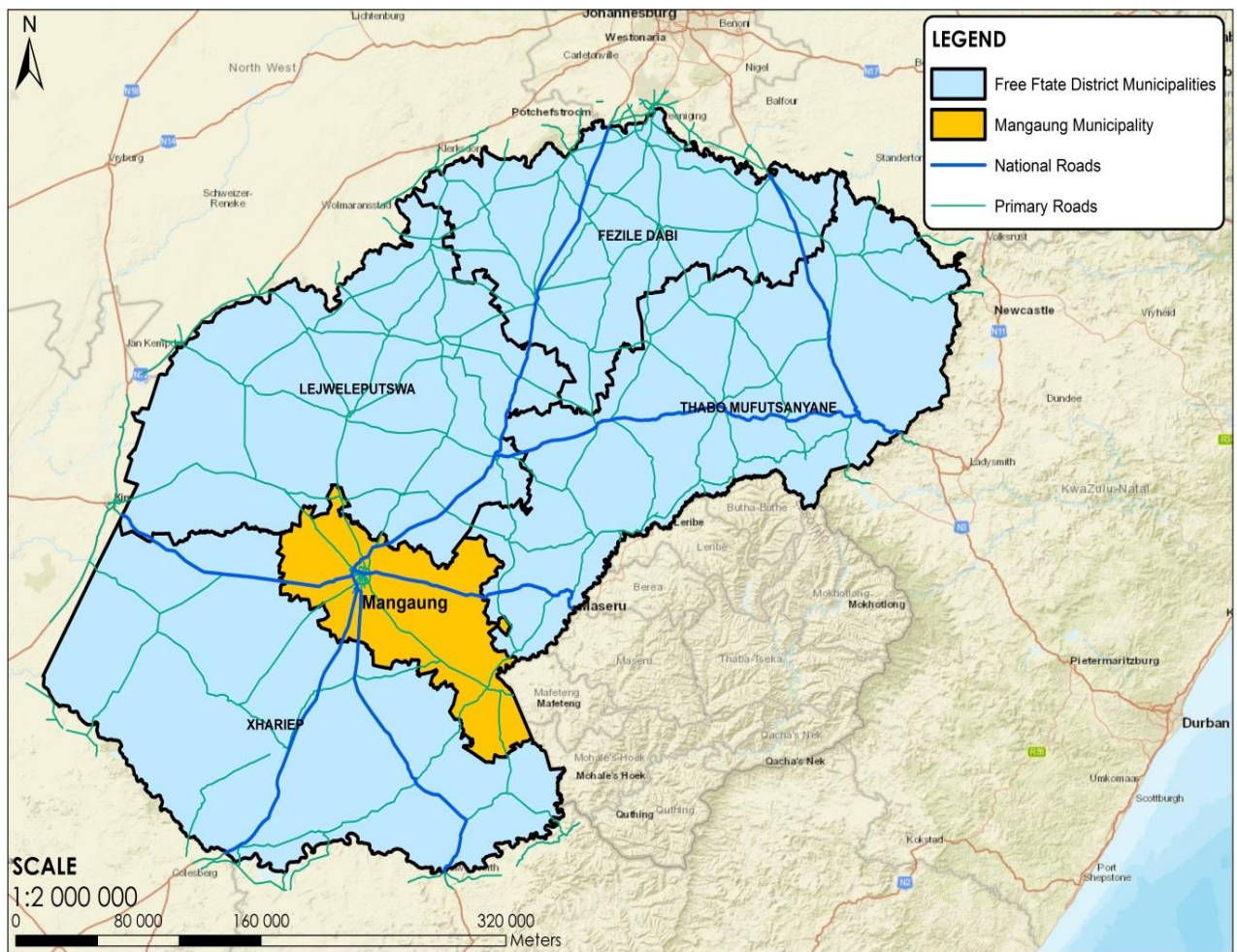
A.1.1 Spatial location of Mangaung Metro

Mangaung is centrally located in South Africa and the Free State Province and borders six other provinces as well as Lesotho. Provincially, Mangaung is bordered by the Xhariep, Lejweleputswa and Thabo Mofutsanyane District Municipalities, as well as Lesotho located to the east. The Metro houses the capital of the province, Bloemfontein, which also serves as the economic and administrative hub of the Free State, whilst also being the Judicial Capital of South Africa. Mangaung is accessible via three National Roads, including the N1 (which links Gauteng with the Southern and Western Cape), the N6 (which links Bloemfontein to the Eastern Cape), and the N8 (which links Lesotho with the Northern Cape via Thaba Nchu, Botshabelo and Bloemfontein).



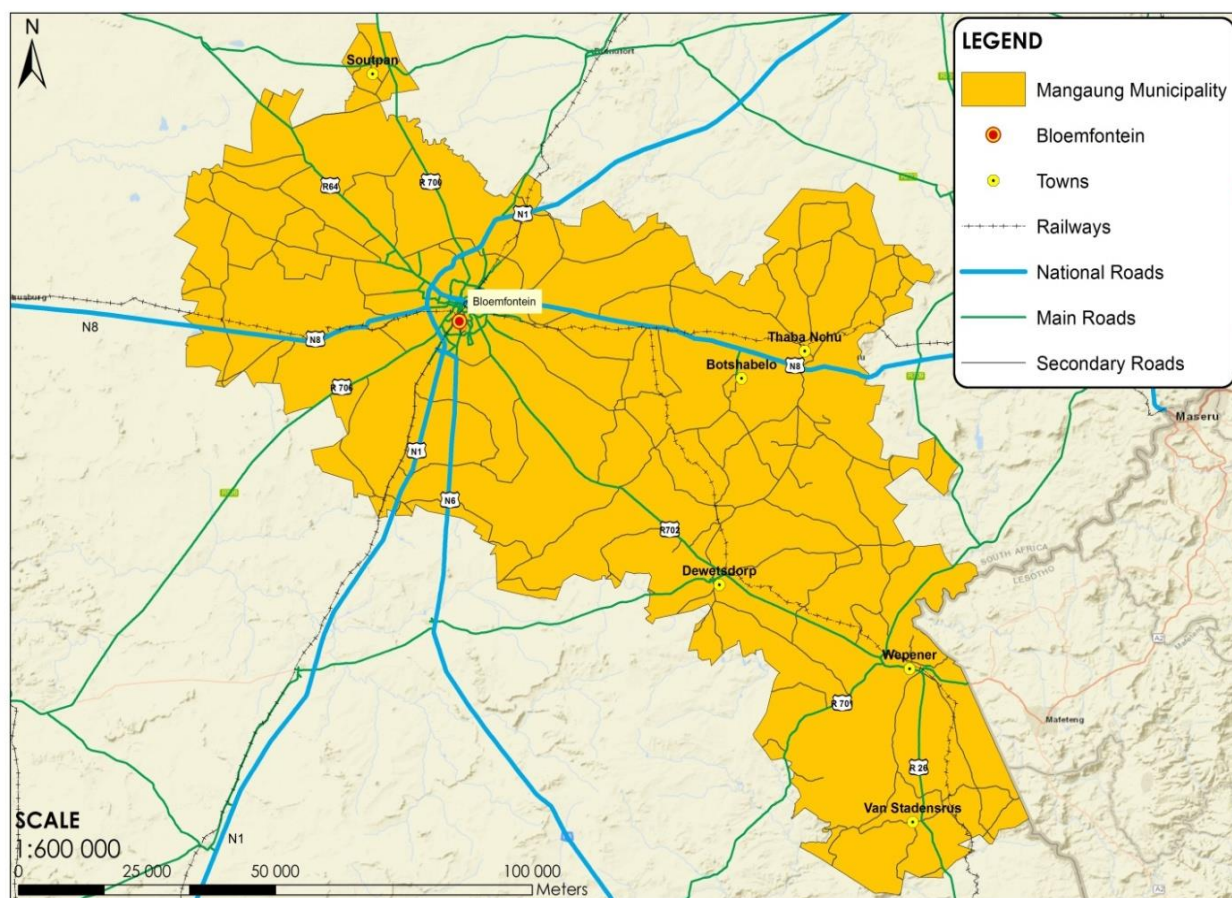
Map 1: Mangaung Location: National Context (Source: Department of Rural Development and Land Reform (Free State office, 2019)

Provincially, Mangaung is bordered by the Xhariep, Lejweleputswa and Thabo Mofutsanyane District Municipalities, as well as Lesotho located to the east. The Metro houses the capital of the province, Bloemfontein, which also serves as the economic and administrative hub of the Free State, whilst also being the Judicial Capital of South Africa.



Map 2. Provincial Context Mangaung Location (Source: Department of Rural Development and Land Reform (Free State office), 2019)

The former Mangaung Local Municipality was established in 2000 with the amalgamation of four former transitional councils. Mangaung became a Metro Municipality after the elections of 18 May 2011 and was extended further during 2016 by the inclusion of Naledi Local Municipality and part of Masilonyana Local Municipality (Soutpan/Ikgomotseng area). The Mangaung Metropolitan Municipality covers an area of approximately 988,763 ha of land bordered by the Mantsopa, Masilonyana and Tokologo Local Municipalities to the north; the Letsemeng Local Municipality to the west; and the Kopanong and Mohokare Local Municipalities to the south. The entire south-eastern border represents the international border with Lesotho.

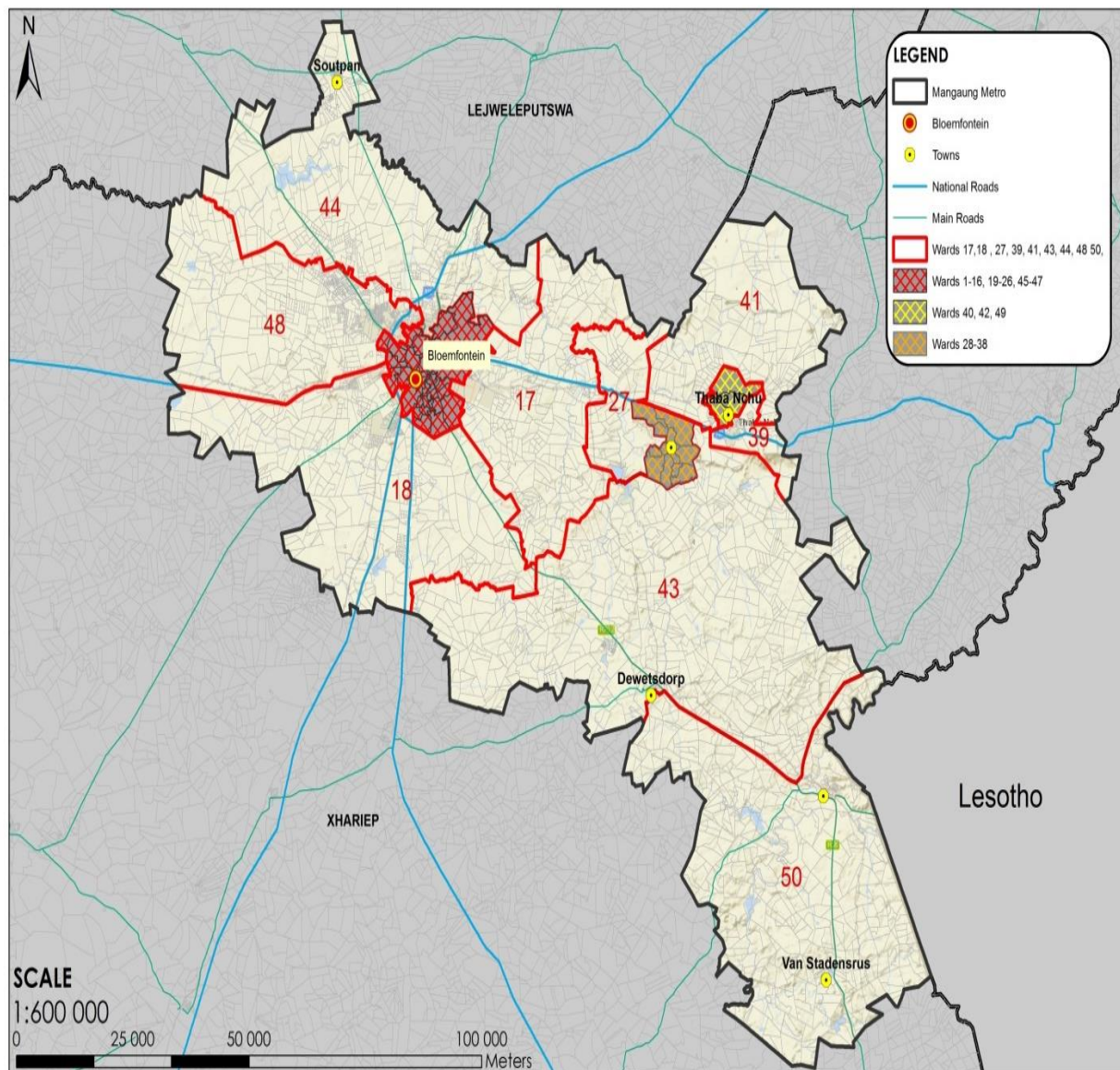


Map 3: Mangaung Local Context (Source: Department of Rural Development and Land Reform (Free State office, 2019))

The municipality is divided into 50 wards and comprises a total of 2,481 parent farms and 6,302 farm portions. Small Holdings total about 3,171 units, while there is an estimated 209,467 individual erven within the municipal area

Cluster Region	Wards
Soutpan	44
Bloemfontein	1-26 & 45-48
Thaba Nchu	39-42 & 49
Botshabelo	27-38 & 43
Wepner & Van Stadensrus	50

Table 2. Regions and Wards in Mangaung Metro (MMM, GIS)



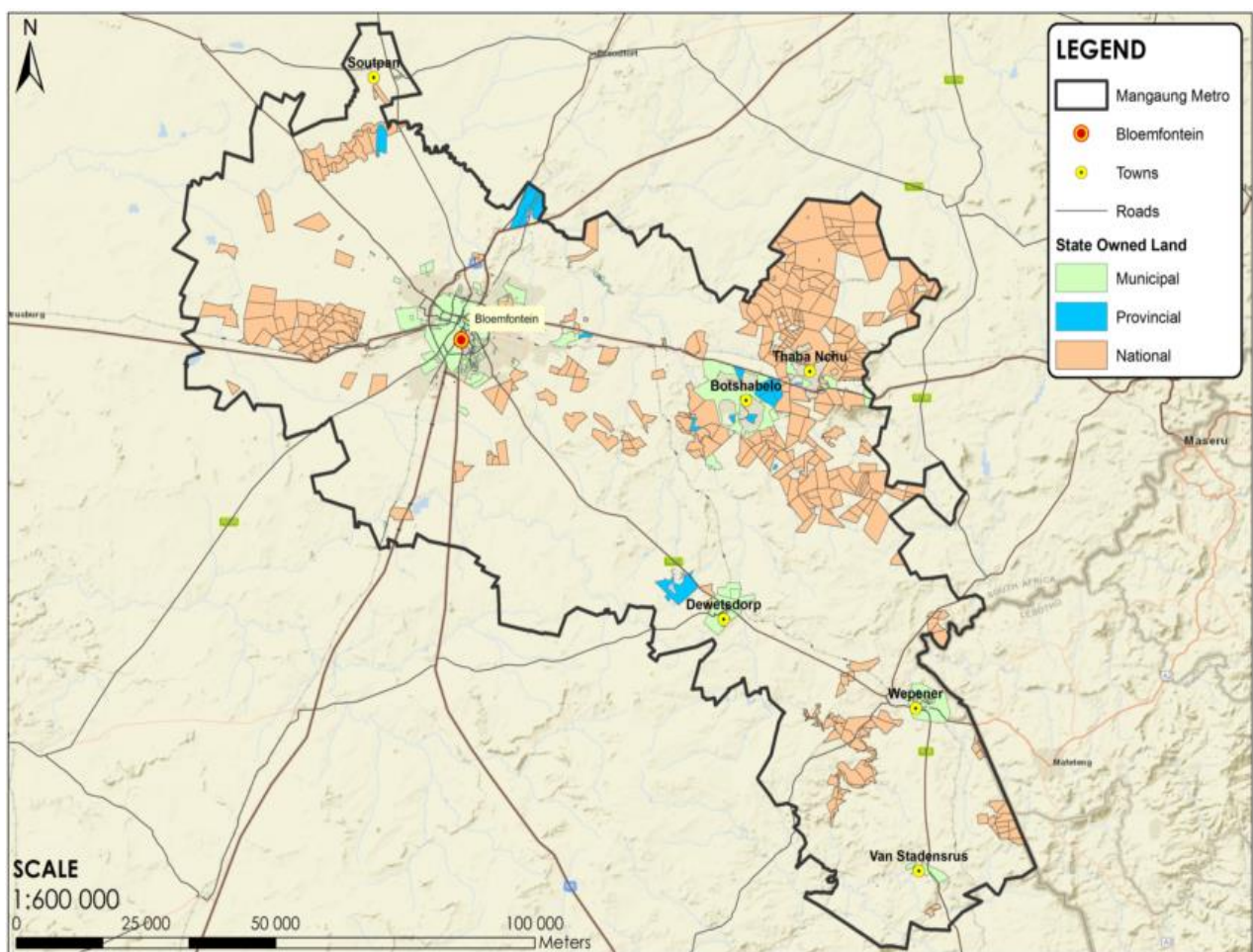
Map 4. Mangaung Municipal Wards (Source: MMM: GIS Division, 2019)

A.1.2 Land Ownership Distribution

The following map indicates land ownership status in Mangaung. From this map it is clear that a lot of state-owned land occurs in around Thaba Nchu and Bloemfontein, as well as in between Dewetsdorp and Van Stadensrus. Many of these land portions are linked to existing Nature reserves. The majority part (81%) of all land in the Metropolitan area is under private ownership and/or undetermined. National and Provincial Government own approximately 155,971 ha of land which represent around 16% of the total area. Most of the National and Provincial owned land parcels are located in the eastern extents of the municipal area extending from Morago to the

north, southwards up to the vicinity of Van Stadensrus. There are also a notable number of governmentowned land parcels to the north-west between De Brug and Soutpan.

Land under traditional authority leadership amounts to an estimated 82,064 ha, all of which is located in the north-eastern extents of the Mangaung Metropolitan Municipality. The Mangaung Metropolitan Municipality owns an estimated 28,055 ha of land, the bulk of which is clustered around Bloemfontein and the Botshabelo-Thaba Nchu complex respectively. This represents about 3% of all land in the municipal area.



Map 5 :Ownership status of land Department of Rural Development and Land Reform (Free State office 2019)

A.1.3 Socio-Economic overview

The Mangaung Metropolitan Municipality represents approximately 28% of the provincial population. During the period 2011 to 2019 an estimated population of the Mangaung increased from 775,028 to 878,834 – an increment of about 90,904 (1.6%) people. The population represents an estimated 285,385 households at an average household size of 3,1 people per household. About 65% of all households reside in Mangaung/Bloemfontein; 31% in Botshabelo-Thaba Nchu, 3% in the other small towns and 2% in the farm areas. The estimated household increment during the period 2011 to 2019 is approximately 44 752 which translates to approximately 5,594 households per annum.

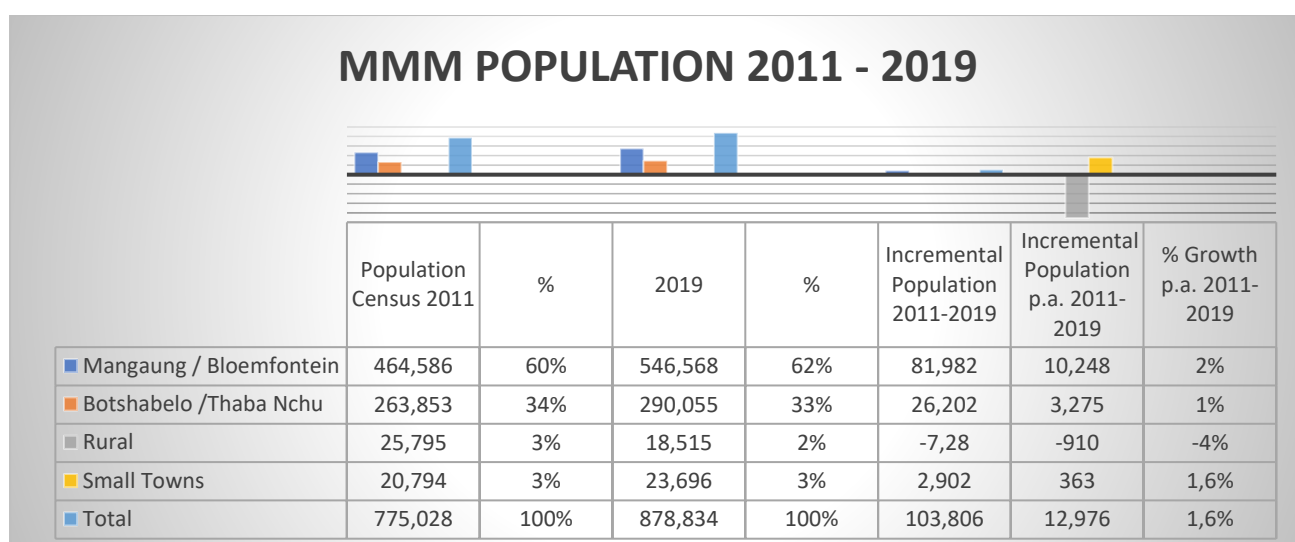


Figure 1: Mangaung Population 2011-2019 per Towns/Area (MSDF,2019)

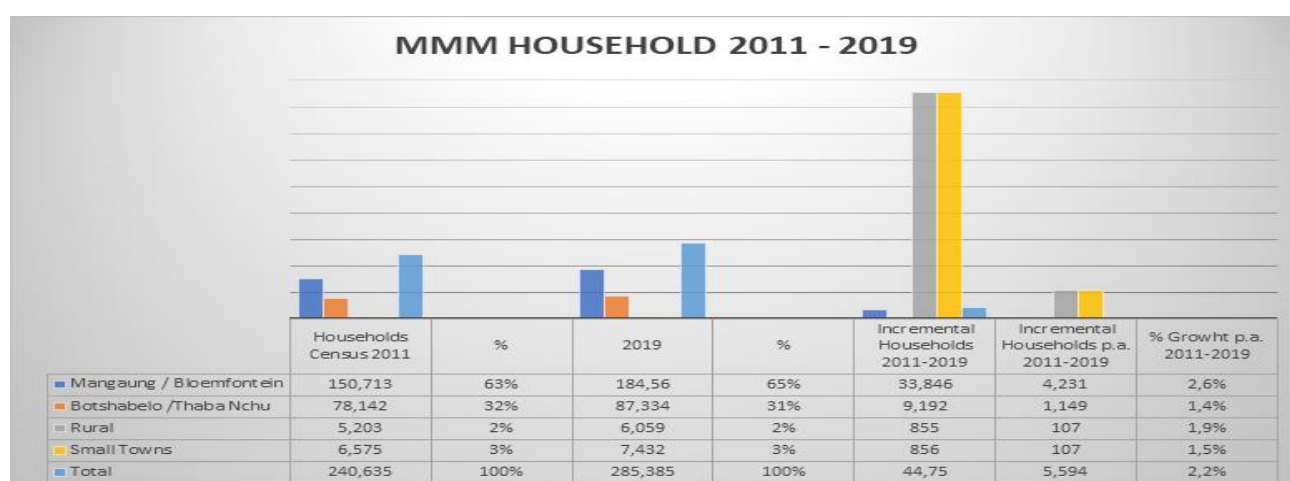


Figure 2 : Mangaung Households 2011-2019 (Source: MSDF 2020)

Below are a diagrams which shows that the male:female ratio in the Mangaung Metropolitan Municipality is about 48:52. The age group 0-14 represents 30% of the population in 2016 compared to 28% in 2011, and the age group 15-29 years represents about 28% This implies that about 58% of the population is younger than 30 years. The age group 0-14 represents 30% of the population in 2016 compared to 28% in 2011, and the age group 15-29 years represents about 28% This implies that about 58% of the population is younger than 30 years. Only about 9% of the population had a tertiary qualification which shows limited post school training/ skills development which is a concern.

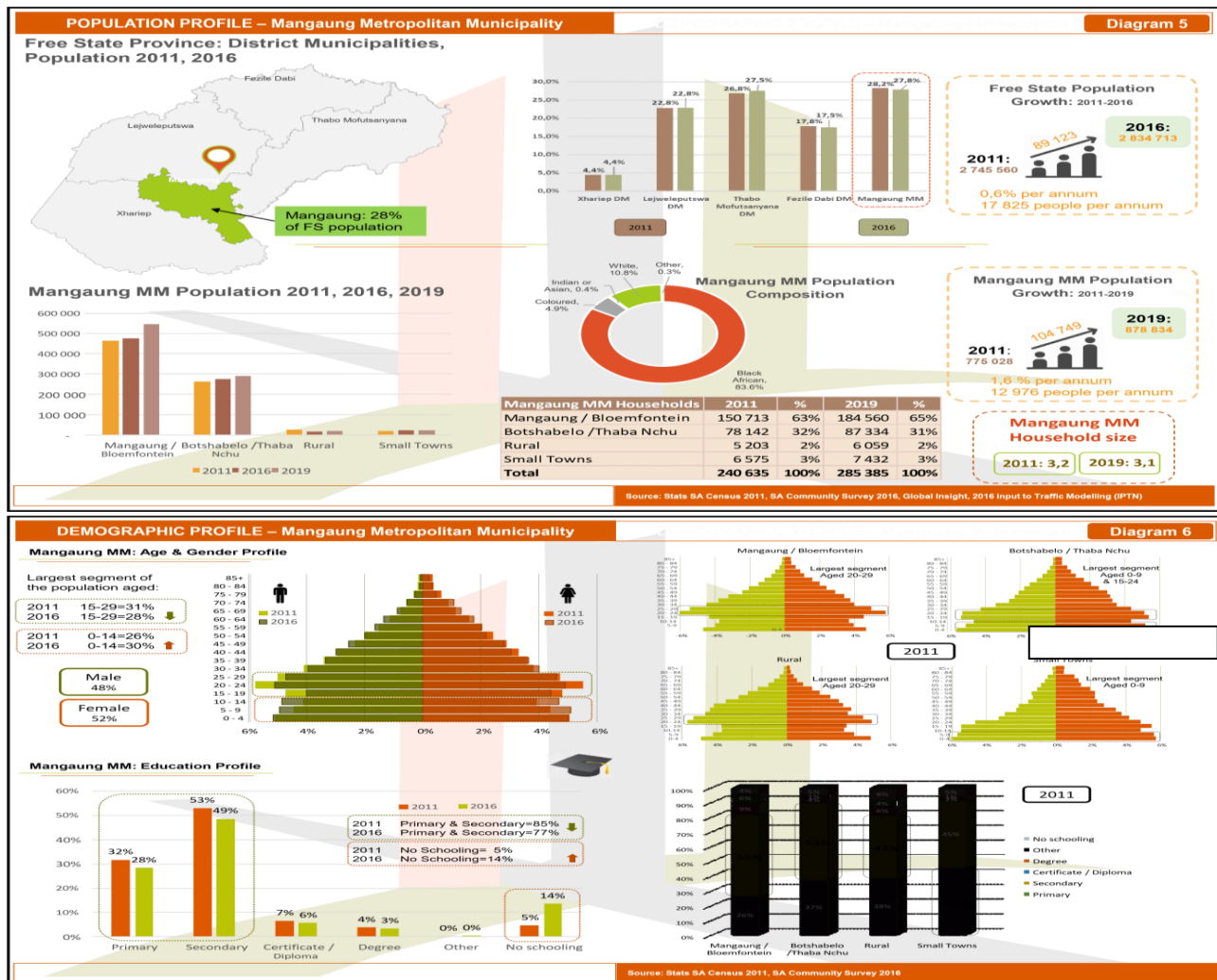


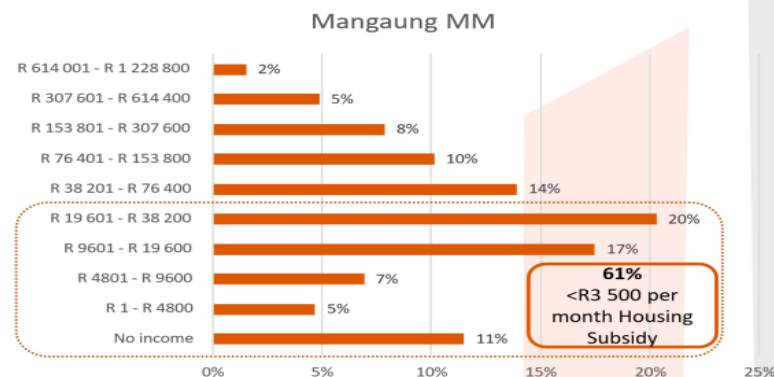
Figure 3 : MMM Population and Demographics (Source MSDF 2020)

The figure below indicates that approximately 61% of all households in the Mangaung Metropolitan Municipality earn less than R 3,500 per month (which is the threshold for government subsidized housing). Important to note also is the fact that the average monthly household income in Mangaung/Bloemfontein (R 10,921) is about three times higher than the average household income of Botshabelo – Thaba Nchu (R 3,509). The above trends are the same when looking at income per individual.

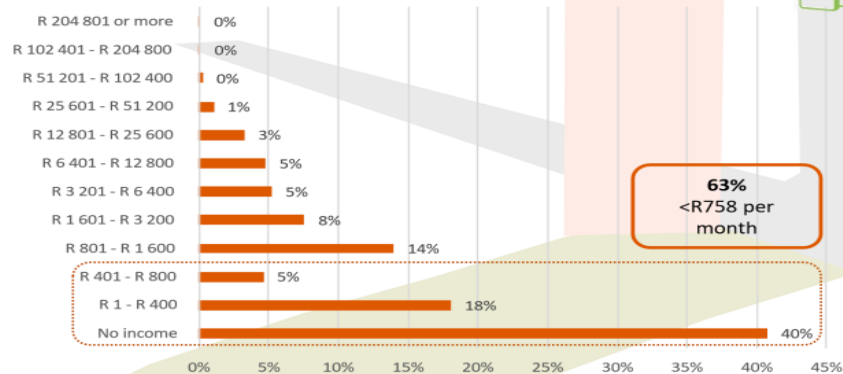
DEMOGRAPHIC PROFILE – Mangaung Metropolitan Municipality

Diagram 7

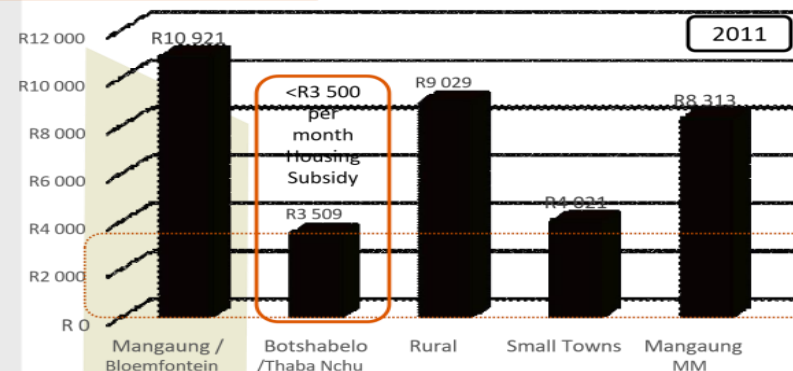
Mangaung MM: Annual Household Income



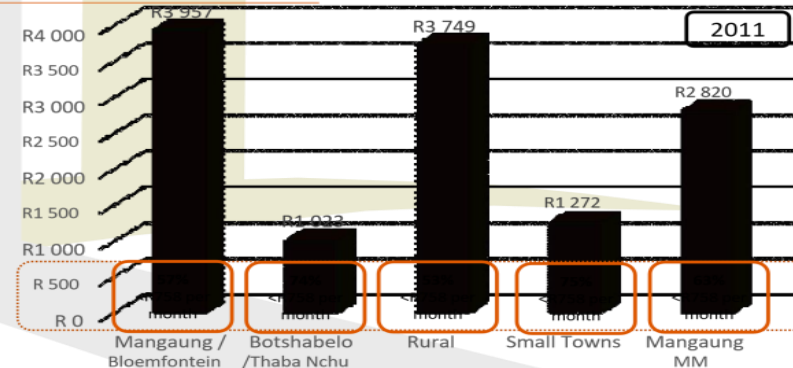
Mangaung MM: Individual Income per Month



Mangaung: Average Household Income per month



Mangaung: Average Individual Income per month



Source: Stats SA Census 2011, SA Community Survey 2016

Figure 4. Mangaung Income Profile (Source: MSDf 2020)

About 76% of all dwelling units are formal houses while informal dwellings (backyard and informal settlements) represent about 11% of all housing stock in the municipality in the below diagram. In Mangaung/Bloemfontein this figure is higher at about 14% and even higher (16%) in Botshabelo/Thaba Nchu and 18% in the other small towns. Around 63% of housing stock is fully owned and paid off; about 11% is rented; and about 8% is occupied rent-free (especially in the rural areas).

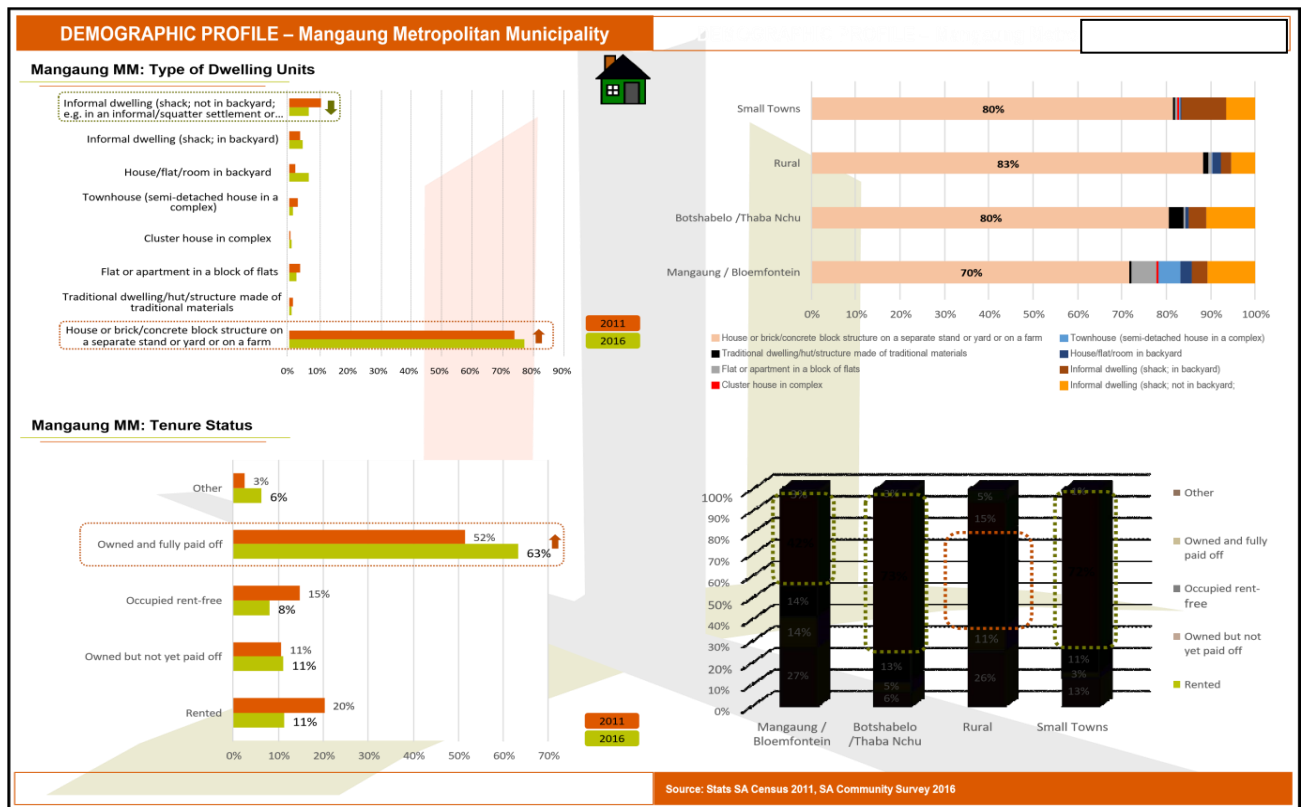


Figure 5: Mangaung Dwelling and Tenure Profile (Source MSDF, 2019)

A.2 Purpose and role of the BEPP

The Mangaung Metropolitan Municipality's **Built Environment Performance Plan (BEPP)** is a strategic plan that aims to improving the performance of the metro's built environment over the long term. It also serves as an instrument to enhancing inter-governmental relations and is not only an eligible requirement for the ICDG, but also covers all infrastructure grants including the Urban Settlements Development Grant (USDG), Human Settlements Development Grant (HSDG), Public Transport Infrastructure Grant (PTIG), Neighbourhood Development Partnership Grant (NDPG) and Integrated National Electrification Grant (INEP). More specifically, the BEPP relates to the long-term growth and development strategies, as well as financial and investment frameworks of the Municipality.

Consequently, the BEPP is informed by several existing statutory policy plans of the Municipality, including the Integrated Development Plan (IDP), the Metropolitan Spatial Development Framework (MSDF), the medium term revenue and expenditure framework (MTREF), the Service Delivery and Budget Implementation Plans (SDBIP), reporting requirements in terms of the Municipal Finance Management Act No 56 of 2003 (MFMA), as well as several other performance management and sector plan requirements.

The MMM is committed towards the spatial transformation of the entire municipal area and strives toward accelerated and inclusive economic growth. In accordance with the Guidance Note of the BEPP, August 2015, this document provides a strategic overview of the built environment, outlines the focus areas, strategies, programmes and targets of the municipality, as well as providing for institutional and financial arrangements to achieve the required outcomes and outputs. This BEPP illustrates how the metro will be deploying the MTREF capital budget and other regulatory resources to transform the urban space.

As outlined in the BEPP Guidance Note (08/2018) the serves the following purpose:

- ***The BEPP is a spatial transformation plan:*** It gives a spatial dimension to investment to promote socio-economic development in the city.
- ***The BEPP is a spatial targeted plan:*** Building on and using the Urban Network Strategy (UNS), the BEPP seeks to achieve coordinated public intervention in defined spatial locations within the city, in order to maximise the leverage of public resources on the spatial form of cities.
- ***The BEPP is a plan and a programme:*** The BEPP indicates how the metro will apply its capital financing, including grant resources and all other sources of finance, fiscal and regulatory instruments and incentives to transform the spatial urban form.
- ***The BEPP is an inter-governmental, performance process and plan:*** The BEPP encourages the collaboration, integration and joint planning between the city and intergovernmental partners in the provincial, national and SOEs.
- ***The BEPP is a tool for Strategy Led Budgeting:*** As the national public envelope is gradually decreasing, the BEPP encourages cities to progressively leverage alternative forms of funding to meet their investment needs and to develop long term financial sustainability strategies.

A.3 BEPP Preparation Process

The BEPP preparation process is linked and integrated in the annual Budget/ IDP Review Process plan that was adopted by Council. In terms of the coordination, the BEPP is coordinated from the Office of the City Manager with a number of representatives from a cross-section of departments making inputs and thus ensuring transversal engagement and deliberations. The alignment of the BEPP with IDP, SDF, Budget Process and sectoral strategies is established to ensure consistency and common data is shared.

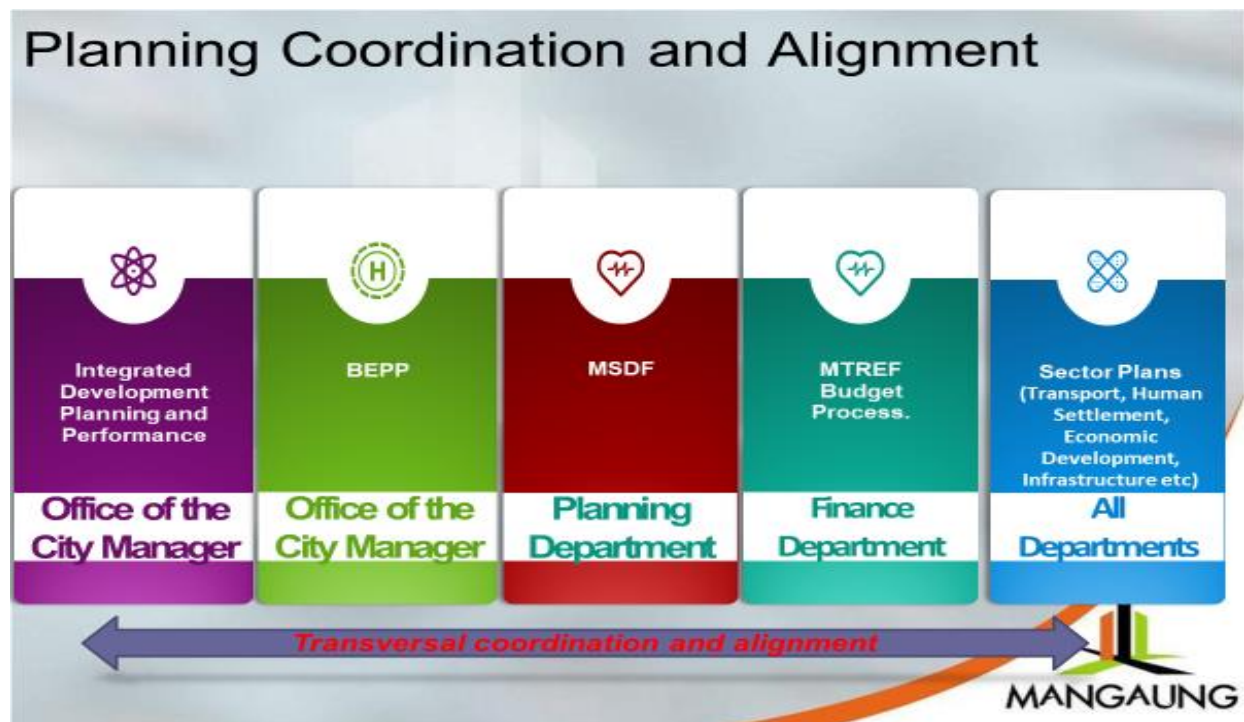


Figure 6 : BEPP Coordination

The BEPP is part of the annual IDP/ Budget review process and forms part of the Council strategic documents that are annually table in Council in March and approved in May.

A.4 Guiding Documents

The following documents were used as references in compiling the BEPP;

Documents from National Treasury

- Cities Support Programme Guidance Note: Built Environment Performance Plans (BEPPs) Guidance Note for 2016/17-2018/19.

- MFMA Circular No 70: Municipal Budget Circular for the 2014/15 MTREF, December 2013.
- MFMA Circular No 71: Financial Ratios and Norms, January 2014.
- MFMA Circular No 72: Municipal Budget Circular for the 2014/15 MTREF, March 2014.
- MFMA Circular No.79: Municipal Budget Circular for the 2016/17 MTREF 07 March 2016
- MFMA Circular No.79: Municipal Budget Circular for the 2016/17 MTREF 07 March 2016
- MFMA Circular 88 : Municipal Circular on Rationalisation Planning and Reporting Requirements for the 2018/19 MTREF
- Guidelines for the implementation of the Integrated City Development Grant in 2013/14, May 2013.
- Guideline for Framing Built Environment Performance Indicators for Metropolitan Municipalities, October 2013.
- Neighbourhood Development Programme Unit Guidance Note: Municipal Guidance on the identification of the Urban Network Elements
- Neighbourhood Development Programme Unit: Key Terminology, July 2013.
- Neighbourhood Development Partnership Programme: Guidance on Municipal Output, May 2013.
- Urban Hub Design Toolkit: Design Methodology for the Urban Network Strategy, March 2013.
- Neighbourhood Development Partnership Grant Programme: Identification of the Urban Hub, Document 1: Methodology Development, Version 7, April 2013.

Municipal policy frameworks and supporting documents

- Mangaung Integrated Development Plan, 2016 – 2017.
- Mangaung Agri Park Business Plan, 2016
- MMM Draft Spatial Development Framework, 2019-20.
- Mangaung Draft Medium-Term Revenue and Expenditure Framework, 2020/21- 2022-2023
- Mangaung Draft Rural Development Plan, 2020
- Draft Service Delivery and Budget Implementation Plan (SDBIP) 2015 / 2016.
- Economic data and Sector study for Mangaung Metropolitan Municipality, 2012.
- Mangaung Land Use Management Bylaw 2015
- Mangaung Draft District Development Model Profile 2019-20

Other documents

- Division of Revenue Bill, Government Gazette, 2020
- Integrated Urban Development Framework, 2016, COGTA
- National Development Plan 2030, Presidency, Planning Commission

- Spatial Land Use Management Act No. 16 of 2013
- The DTI and DBSA, Report: Industrial Park Revitalisation Programme, Order of Magnitude and Estimates based on conditional assessment.

A.6 Adoption of the BEPP

The Final BEPP 2020-21 was presented and adopted by MMM Council on the 30th June 2020 when the final IDP 2020-21 and MTREF Budget 2020/21 was also adopted. Extracts from the minutes of these proceedings will be availed once they have been compiled and circulated by Council Secretariat Committee Services. BEPP forms part of the IDP and Budgeting process and serves at Section 80: Committee (IDP, Performance and Budget), Mayoral Committee before submission to and approval by Council. All projects in the 2020/21 BEPP are informed by 2020/21-2022/23 budget guidelines and document.

(Extract of the recommendation)

Recommendation

It is recommended that the Council:

- 1) Approve the reviewed Final IDP for 2020/2021;
- 2) Approve the below mentioned Sector Plans for 2020/2021 (Annexure as Key Components of IDP)

Sector Plan	Annexure	Status
Built Environment Performance Plan	A	Approved May 2019
Integrated Human Settlement Plan	B	Approved May 2019
Environmental Management Plan and Climate Change Adaptation and Mitigation Strategy	C	Approved May 2019
Integrated Waste Management Plan	D	Approved May 2019
Ten - Year Water Conservation and Water Demand Management Strategy	E	Approved May 2019
Integrated Public Transport Network Plan	F	Approved May 2019
MMM Ward Demographics Maps	G	Approved May 2019
MMM Organogram	H	Approved May 2019
Technical Indicator Description (TIDs)	I	For Approval June 2020
Audit Action Plan	J	Approved 2020
Spatial Development Framework	K	For Approval June 2020
Disaster Management Plan	L	Approved May 2019
Centlec Electricity Plan	M	Approved May 2019
Water Service Development Plan	N	Approved May 2019
Rural Development Plan	O	For Approval June 2020
Roads Asset Management Plan	P	For Approval June 2020
Organisational Performance Management Framework	Q	For Approval June 2020

- 3) Note that the final IDP 2020/2021 will be submitted to both the departments of Treasury and COGTA and will be published on the municipal website.

B. Spatial Planning and Targeting

B.1 Spatial Targeting

In 2016, MMM (in partnership with National Treasury,CSP) conduct the strategic development review (SDR) to assess the strategic position of the municipality. The SDR uses four lenses: spatial, economic, organisational and financial to determine and document the main strategic development challenges facing the city. In the case of Mangaung SDR, a fifth assessment lens was added namely service delivery. The figure below illustrates the overall key recommendations of the SDR:

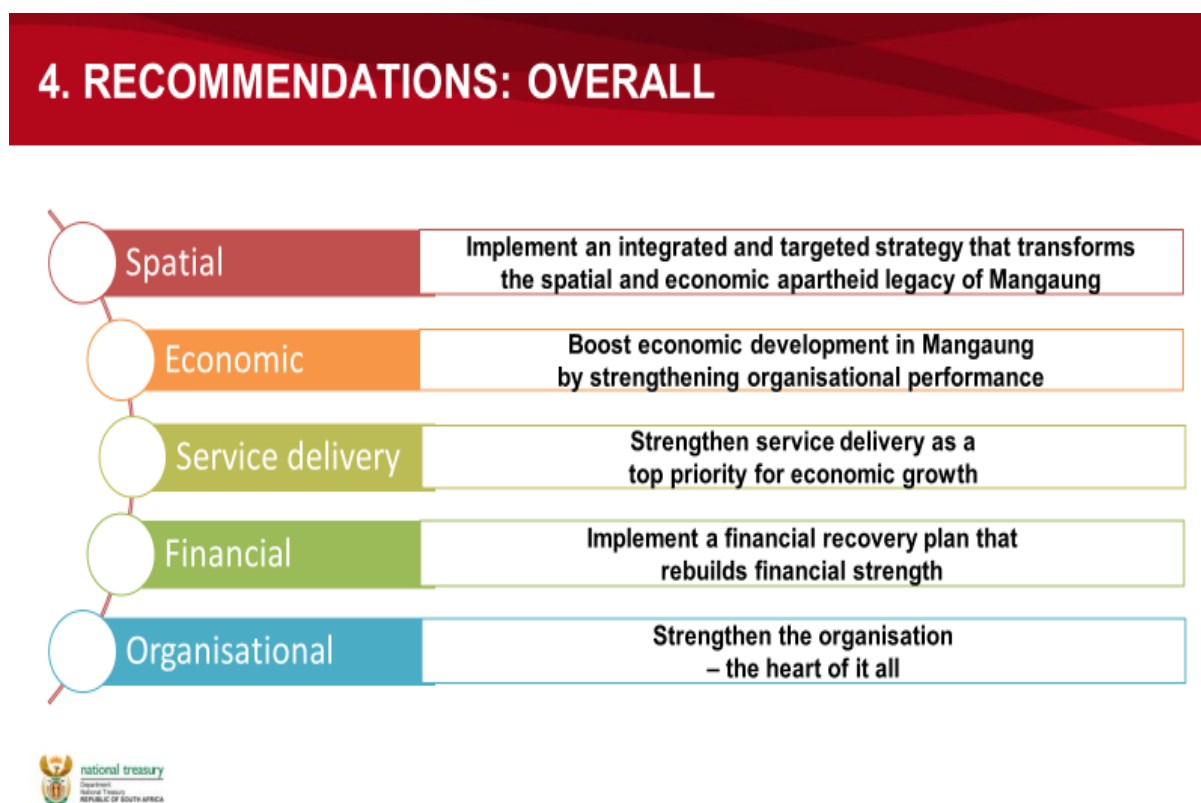


Figure 7 : Overall SDR Recommendation (CSP Mangaung SDR Presentation, 2017)

The spatial lens recommendation of the SDR was for the city to implement an integrated and targeted strategy that transforms the spatial and economic apartheid legacy of Mangaung. Mangaung requires a coherent **spatial strategy (SDF) that pursues spatial and economic transformation through four distinct yet interrelated priorities:**

- A **city focus** for Bloemfontein/Mangaung township (60% population), with integration zones etc., for spatial transformation.
- A **township development focus** for Botshabelo and Thaba Nchu (33% population) that ensures vibrant economic growth and effective service delivery in these areas.
- A **small-town development focus** for Wepener, Dewetsdorp, Vanstadendrus and Soutpan (2.6% population) to improve linkages and services to their agricultural hinterlands.
- A **rural development focus** for the rural areas (4.8% population) that supports rural economic development, particularly in agriculture, conservation tourism and mining, with provincial and national alignment.

As part of the review of the Spatial Development Framework of the city, a detailed review of the Integration Zone is underway. The review has re-configured the Integration Zones from three to four. The additional Integration is the Botshabelo/ Thaba Nchu Integration Zone.

The rationale for the identification of the IZs centres on:

- Creating opportunity for spectrum of land uses (commercial, industrial, residential or social) through the increased use of space (densification) to support the viability of public transport systems and growth nodes;
- Integrated public transport system that will be used by the majority of communities in the metro and also supporting the transformation of the urban form;
- Investment in infrastructure to catalyse spatial transformation and ensuring the implementation of metropolitan catalytic projects;
- Reducing poverty and inequality and accelerating more inclusive urban economic growth within and along settlement areas and other growth nodes that include commercial and industrial in or in the proximity of townships.

The Urban Network Strategy is a spatial targeting approach that aims to work towards a more efficient urban environment and with the outcome of creating an enabling environment for economic growth and development. In the case the city of Mangaung the following components are critical in the UNS:

- **Central Business District (CBD):** The CBD is the core of the Urban Network. (This is case for Bloemfontein, Botshabelo and Thaba Nchu)

- **Primary Networks:** The primary network is based on key transit corridors that are city wide in scale and has several urban hubs and nodes. Amongst the key transit corridors are Maphisa- Moshoeshe, OR Tambo, Dr Belcher-M10, Nelson Mandela-Zastron transport corridors.

B.2. Integration Zones

B2.1 Integration Zone 1

Integration Zone 1 includes areas of the Waaihoek Precinct area, Batho and Phahameng townships. The zone also include phase 1 of the IPTN route with Dark and Silver City along these routes. Dark and Silver City Community Residential Units (CRUs) is in particular high-density developments. Phase 1 of Maphisa Road was completed in the 2015/ 2016 financial year at a cost of R36.1 million. The metro is currently on the construction of Phase 2 of Maphisa Road at a cost of R44.5 m over three financial years. Integration Zone 1 also includes the Hillside View and Vista Park 2 and 3 Catalytic Urban Land Development Programmes.

Integration Zone 1				
Programme/ Project	Description	2020/21	2021/22	2022/23
Waaihoek Precinct Redevelopment	CBD Regeneration	R 10 000 000	R 10 000 000	R 11 003 000
IPTN Trunk Route Fort Hare		R 13 500 000	0	0
Dark and Silver City (FS HS Department)	CRUs	R 30 000 000	R 30 000 000	0
Vista Park 2	Mixed Development	R 7 000 000	R 58 000 000	R 58 223 651
Vista Park 3	Mixed Development	R 38 000 000	R 65 000 000	R 65 000 000
Batho Heritage Park	Tourism Infrastructure	0	R 8 000 000	R 4 000 000

Table 4: Integration Zone 1 Projects (2020/21 MTREF Capex)



Map 7 : Integration Zones 1,2 and 3 (Bloemfontein (MSDF,2020)

B2.2 Integration Zone 2

Integration Zone 2 includes areas of the Buitesig Bridge, which is an important linkage road between the Bloemfontein CBD via St Georges Street across the Railway line into the Old East End Industrial area. The linkage road further extends to the Airport Development Node to the south of the Bram Fischer International Airport. Mangaung is currently investigating the best options for the access road to be used.

The Airport Development Node is 700ha in extent and is one of the catalytic projects of the city. The development consists of civic buildings, business node, mixed use retail and offices, offices and residential, low density residential, medium density residential, high density residential, a hotel and an international convention centre. The development make provision for civic buildings and a tertiary Institution which focuses on a Science Park and Innovation. The Airport Development Node provides for the development of a IPTN/ BRT station that link the Node to East End Industrial and the Bloemfontein CBD to the West and Botshabelo and Thaba Nchu to the east.

The Estoire Development will complement the Airport Development Node and the Old Mutual development called the Raceway development. The Estoire Development is located directly north of the N8 and the Raceway development. The development will bring residents in close proximity of the Transwerk Industrial site to the west and the ACSA Braam Fischer International Development to the east.

Integration Zone 2	Precinct Name	Progress
	Airport Development Node	Planning completed
	Estoire Development	Urban Design completed
	Raceway Development	Under construction
	Bram Fischer International Airport	BUSAMED Private Hospital Completed
		City Lodge Hotel Completed
	Hillside View Development	Under Construction
	Caleb Motshabi Informal Settlement Upgrading	Under Construction

Table 5 :Project progress in Integration Zone 2

ACSA Bram Fischer Internal Airport Projects

Bram Fischer Airport Master Plan Review

Project	Description	Indicative date
Master Plan	The airport currently has a land use plan, dated 2007. A Master Plan, taking a number of on and off-airport factors into consideration, will soon be formulated.	2019- 2020

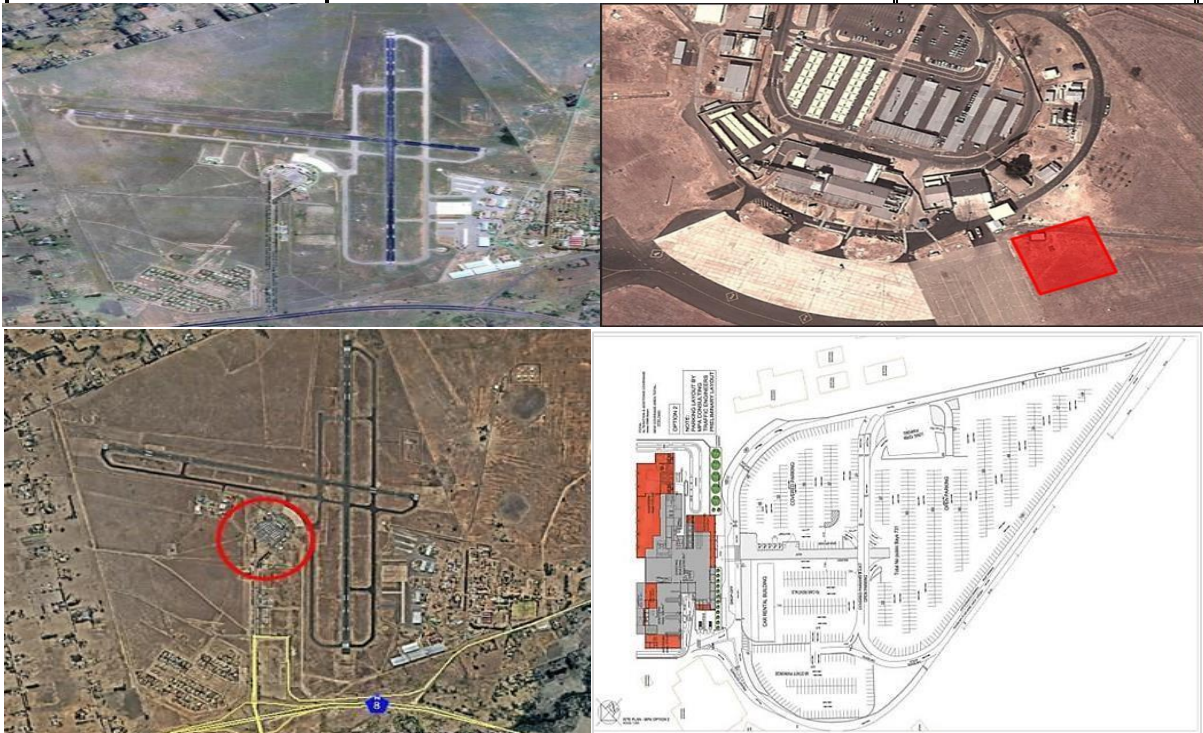


Figure 8 : Construction of Additional Code C Stand at Bram Fischer International Airport

Bram Fischer International Terminal Expansion

Project	Description	Indicative date
Terminal Expansion	Reconfiguration of the existing terminal to provide additional space for both the lounge and common concourse space.	2020- 2021

Code Stand C	The construction of one additional code C stand. This will be achieved by “hardening” the existing General Aviation (GA) area to be able to withstand up to code C aircraft loading. A new GA area will be constructed west of the new stand.	2020- 2021
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Table 6 : Bram Fischer International Airport Projects (ACSA)

Integration Zone 2				
Programme/ Project	Description	2020/21	2021/22	2022/23
IPTN Bus Depot	Civil Works	R 9 525 000	0	0
IPTN Bus Depot	Building Works	R 1 000 000	R 34 500 000	R 41 360 924
IPTN Phase 1B (OR Tambo Route)	Trunk Route Construction	0	R 20 000 000	R 20 000 000
IPTH Phase 2 (Dr. Belcher Route)	Trunk Route Construction	0	R 1 000 000	R 20 000 000
Bochabela Boxing Arena	Heritage and Recreation	0	R 10 000 000	0
Hillside View	Construction IRDP 600	R 35 000 000	R 23 513 000	R 24 642 000
Caleb Motshabi (1500)	Informal Settlement Upgrading	R 115 269 000	R 67 951 000	R 71 213 000

Table 7 : Integration Zone 2 Projects (2020/21 MTREF Capex)

B2.3 Integration Zone 3

Integration Zone 3 include areas of Park Road in Willows and extends to Pres Brand Street in Universitas linking the CBD with Universitas University Hospital and the University of the Free State. Along this Route there are high-density residential housing (Brandwag Social Housing) and student housing which is all private sector driven. Initiatives from the City are to develop non-motorised transport along Park Road and President Brand linking the Central University of Technology (CUT) and University of the Free State (UFS). Alongside this route, the Parkwest/Willows Structure Plans and more importantly the city-wide Structure Plans are updated to shorten processing of land use applications and promote more business-friendly regulatory environment and thus improving opportunities for investor attraction. The resultant effect is that preconstruction clearances and pre-land applications to facilitate construction permitting and land development respectively are restructure to facilitate more quicker approvals of building plans and land development applications. These efforts are part of the Sub National Doing Business reform action plans aimed fast-track and improving turnaround times in relation to construction permits and approvals.

The linkage between the CUT and Willows proved over the years to be a popular route for students and residents in close proximity to the CUT and the CBD and Waterfront. There is also regular interaction between the CUT and the Universitas Hospital and the UFS. The development of non-motorised transport projects along the following routes has been completed at the following streets:

- Park Road
- Victoria Road
- King Edward Road
- President Brand Street
- Ella Street

All these routes fall within Integration Zone 3 which is characterised by high density residential accommodation and private sector investment. Within this integration Zone is there a further need for additional 10 0000 student accommodation. **Within Integration Zone 3** are also found developments alongside Nelson Mandela Avenue. Alongside this route there are Brandwag Social Housing flats and several guest houses boutique hotels, hotels, offices, the UFS and Tempe Army base. Except for the social housing projects, all developments are private sector driven, such as the extension of Mimosa Mall and linkage with Brandwag Center across Melville Avenue.

The National Department of Sports and Recreation (SRSA) has identified to provide centralized first class sport science expertise, services and infrastructure support to elite national athletes, coaches and administrators for high performance sport and international sport success. To this end the SRSA has decided to establish and construct a National Training Center which will be based in Bloemfontein in Cecilia Park which falls under Integration Zone 3.



Figure 9 : Locality layout of the National Training Center.

The National Training Centre is a joint effort between SRSA, SASCOC and the Free State Department of Sport, Art, Culture and Recreation. Free State Provincial Department of Sport, Art, Culture and Recreation on behalf of SRSA and SASCOC through the Free State Sport Science Institute will house the NTC.

The SRSA has now committed 10% of its annual conditional grant allocation to provinces to the establishment and development of the NTC. The table below illustrates the indicative figures for the establishment of the NTC.

Project	Construction Cost	Professional Fees	Total Cost
<i>FSSSI Upgrade</i>	R 9 807 538.39	R 2 255 733.83	R 12 063 272.22
<i>Swimming</i>	R 66 530 511.07	R 15 302 017.55	R 81 832 528.62
<i>Athletics</i>	R 81 653 896.93	R 18 780 396.29	R 100 434 293.22
<i>Dormitories</i>	R 30 244 127.00	R 6 956 149.21	R 37 200 276.21
<i>Basketball</i>	R 14 983 855.00	R 3 446 286.65	R 18 430 141.65
<i>Squash</i>	R 13 228 073.00	R 3 042 456.79	R 16 270 529.79
<i>Marshall Arts</i>	R 16 289 481.00	R 3 746 580.63	R 20 036 061.63
<i>Hockey</i>	R 19 514 965.00	R 4 488 441.95	R 24 003 406.95
	R 304 996 799.41	R 70 149 263.86	R 375 146 063.27

Table 8: National Training Centre Projects

The National Steering Committee has been appointed, its constituted by all provinces, SASCO and coordinated by SRSA. The NTC Master Plan was developed and approved by the steering committee (See below).



Figure 10 : National Training Centre Design Outlay (NSAC)

B2.4 Integration Zone 4

Integration Zone 4 include areas of Thaba Nchu CBD, Botshabelo/ Thaba Nchu Node (Sepane Farms), Botshabelo Industrial Park and Botshabelo CBD.

One of the main nodes in this Integration Zone is Thaba Nchu Urban, including Selosesha, which accounts for roughly 9% of Mangaung's population. The biggest footprint of Thaba Nchu is located north of the N8 corridor/road, with only a small part located to the south of said road. The Thaba Nchu urban area is growing in a general north and north-western direction and includes former rural villages such as Rooifontein and Bultfontein. The remaining part of this region is home to 37 tribal villages, which serve as supporting settlements to the rural environment. These villages cover a vast portion of land, both north and south of the N8 road, and are scattered throughout the entire region.

Botshabelo is located 55 km east from Bloemfontein. The urban node was spatially designed along a major access route that runs in a north/south direction through the centre of the area, giving rise to a linear urban form. This creates a problem to the most southern communities as they need to travel as far as 8 kilometres for access the economic opportunities which have developed more to the northern parts of the town. The area is characterised by an oversupply of school sites and public open spaces. The allocated business sites are not developed, which inhibits the sustainable neighbourhood development and contributes to the movement of people over long distances to the central business area in the north of the area

The Thaba Nchu region is classified as catalytic intervention region with the focus on several factors throughout the entire region. These include the designation of Thaba Nchu as an economic growth point, development of the Agri-Park, strengthening of Farmer Production Support Units at Sediba and Woodbridge, tenure reform and the improvement of rural villages to serve as more effective service centres.

As part of an evolving township economic development programme, Mangaung Metro is developing and implementing a number of economic hubs that includes ICT hubs, Micro-retail park and Agri-hubs. To this end the city has designed of well-organised informal trading zone through the establishment of a Micro Retail Park in Thaba Nchu CBD. The establishment of the park will make provision for the following:

- A hub for various informal trading activities to attract a large human presence and contribute to the creation of a successful mixed-use trading environment.
- Accommodation of high levels of foot-traffic;
- Robust and adaptable trading areas, with flexibility for future changes;
- Establishment of connections for both pedestrians and vehicles to and through the site;
- Sufficient parking facilities.
- New and enhanced public lighting in the park and along the street edges
- Water, electricity, sewage and stormwater reticulation.

Additionally, the design of the Park will target a broad range of age groups and users, as well as, incorporating play elements/areas (i.e Jungle Gyms, slides, etc.) for children where appropriate.

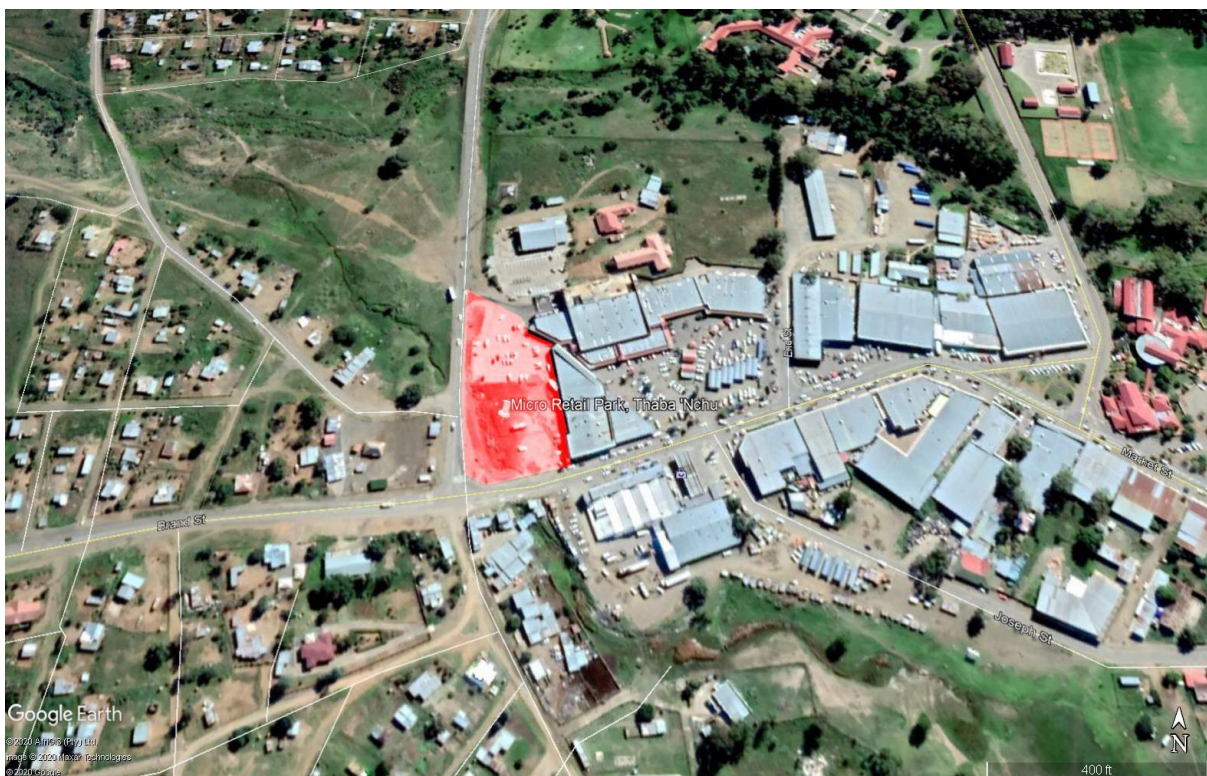


Figure 11: Location of the Micro Retail Park in Thaba Nchu (Google Maps)

The park will be themed around the town's rich history and defining characteristics, serving as a family-friendly gathering node for the town's people to encourage economic activity. The Micro Retail will be funded from the ICDG in the main.

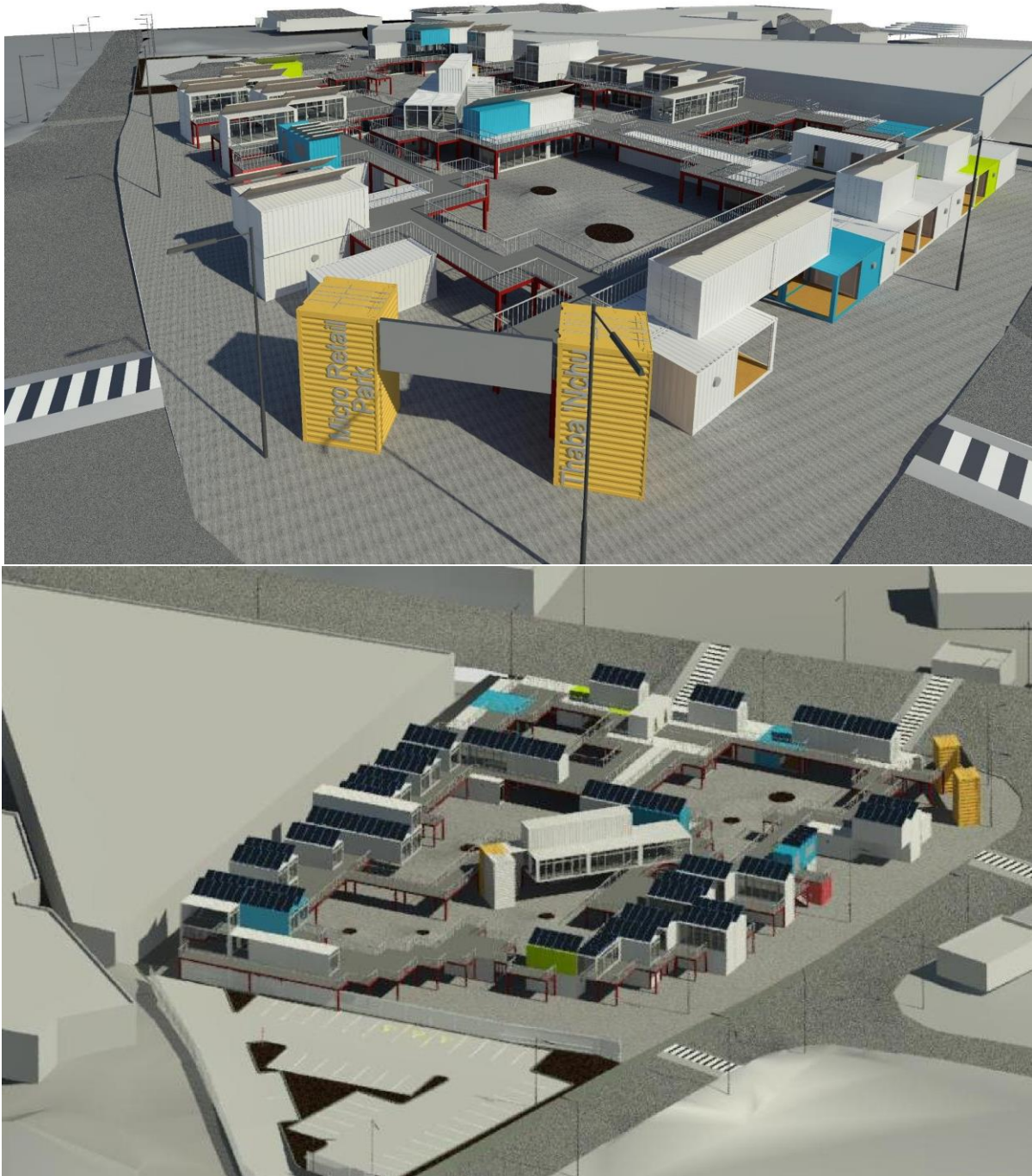
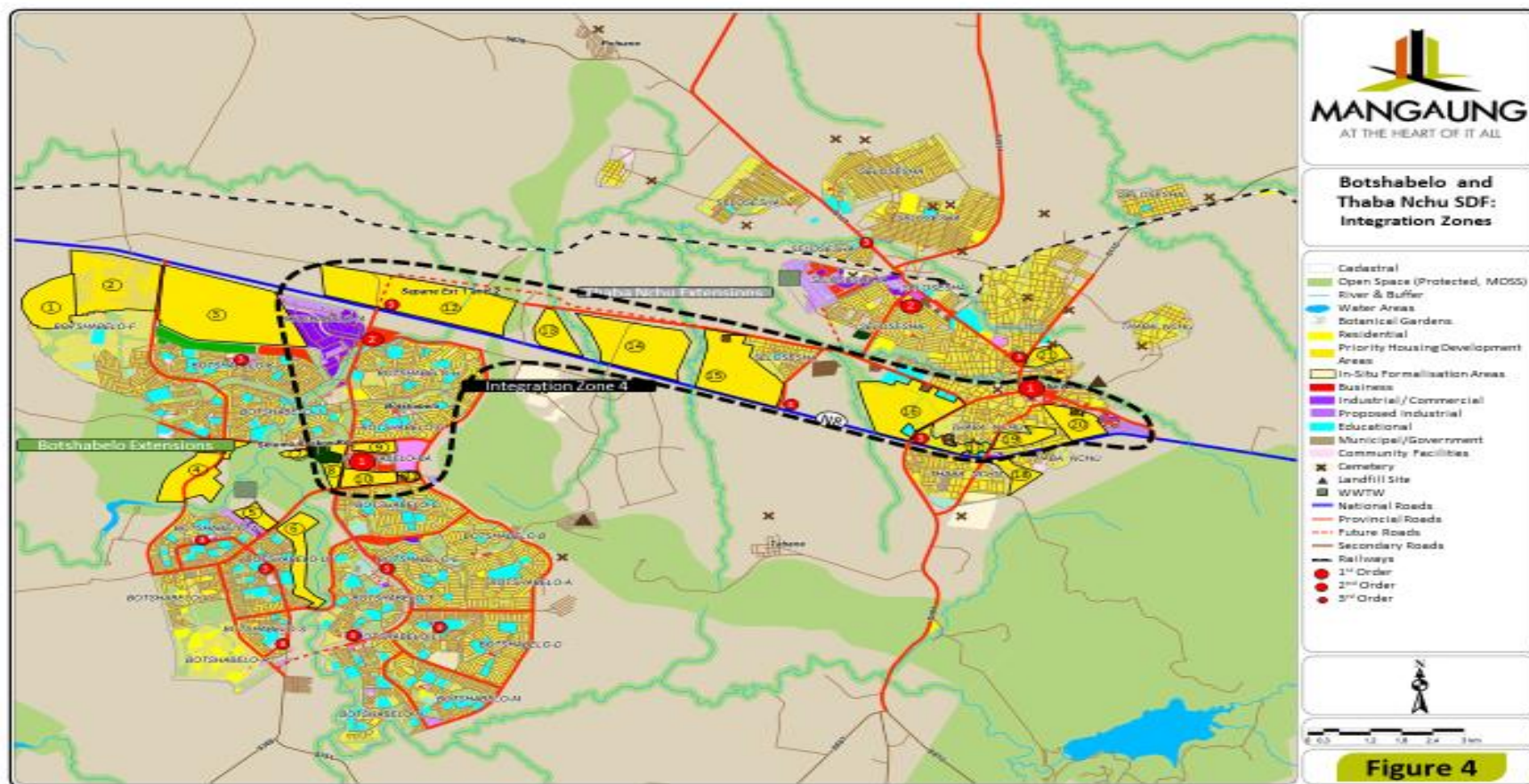


Figure 12 : Thaba Nchu Micro-Retail Park Design Layout



Map 8: Integration Zone 4 (MSDF, 2020)

Projects linked to Agri-Park in the Thaba Nchu region are depicted on the below map. These projects will be happening within and around the Thaba Nchu CBD. They include general, beef, poultry, cereals, fruits and vegetables (AH). The following projects are depicted spatially both from the map below.

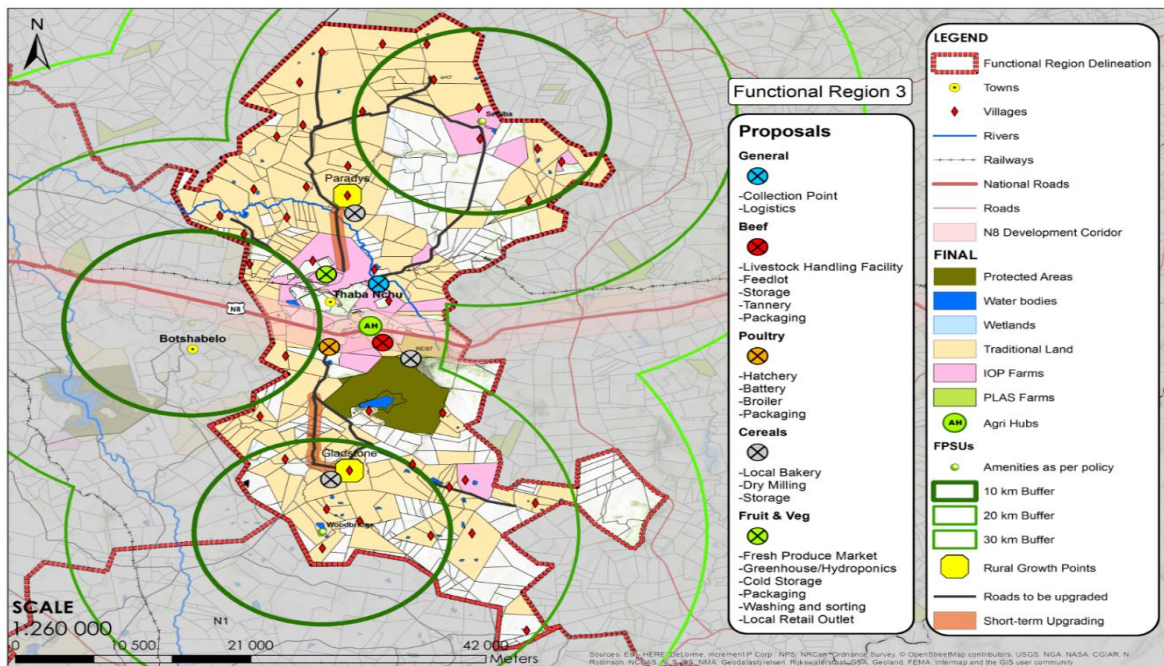
Projects	Value
Agri Hubs	R16 000 000
Rural Infrastructure Development	R17 630 000
Restitution	R660 000
Rural Enterprise and Industrial Development	6 889 314
National Rural Youth Service Corps	R16 423 192
Land Tenure Administration	R50 000
Land Redistribution and Development	R2 000 000
Agricultural Land Holdings Account	R2 369 566
Micro-Retail Park for informal trading	R18 000 000

Table 9 : Projects in Integration Zone 4- Thaba Nchu

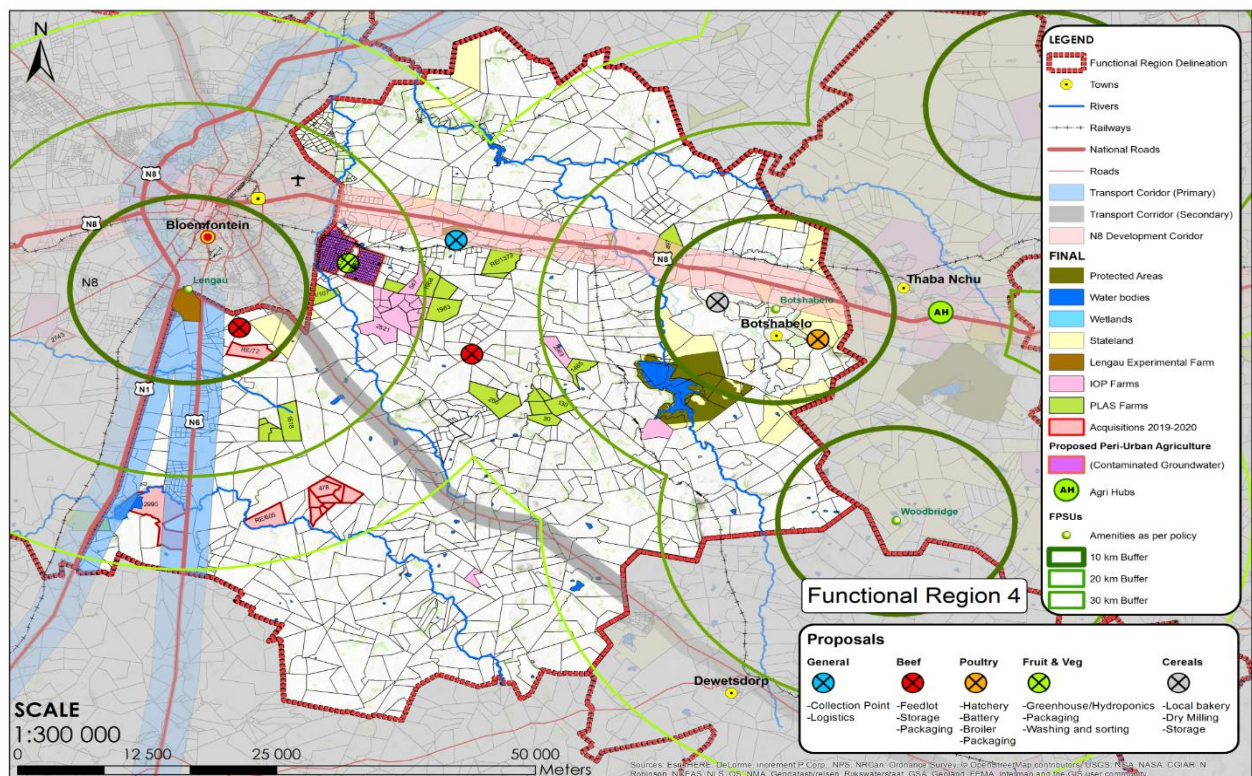
The biggest node in this region is Botshabelo, where also a large portion of Mangaung's population is concentrated ($\pm 23\%$). Botshabelo covers a rather large spatial area and is relatively well developed. Botshabelo is however experiencing significant urban sprawl towards the south, meaning that residents are moving further away from the main corridor (N8), which a lot of the residents use for commuting purposes on a daily basis.

There are also some informal settlements present, as in the case of the small settlement situated north of the N8, just before reaching the intersection turning into Botshabelo. Sannaspos, situated near the N8 between Bloemfontein and Botshabelo may also serve as a secondary node.

The main corridor in this region is obviously the N8 national route which is one of the most critical corridors in the entire municipal area. Not only does this corridor serve as a commuting road between Botshabelo and Bloemfontein, it also serves as a distribution corridor, as well as to a small extent a tourism corridor going towards Lesotho. Several housing developments are accommodated adjacent to this corridor and it is envisaged that several more will be developed. The following projects are depicted spatially on the map below and within Integration Zone 4.



Map 9 : Spatial location of Projects: Thaba Nchu



Map 10: Spatial location of projects- Botshabelo

B.3 Marginalised Residential Areas

The re-demarcation of the boundaries of Mangaung Metro has increased the number of marginalized areas with the addition of the four rural towns of Soutpan/ Ikgomotseng, Dewetsdorp, Wepener and Van Standenrus. The following table reflects the status of the marginalized areas and detail of programme interventions for each:

Marginalised Area	Development Strategy and Approach	Sub-programme Interventions
<i>Mangaung Township</i>	<ul style="list-style-type: none"> • Densification through Integrated • Human Settlements • Informal Settlement Upgrading • Township Economic Development • Regional Transport Efficiency 	<ul style="list-style-type: none"> • Bulk Sewer Upgrading • Human Settlements Catalytic Projects Implementation (Estoire, Vista Park 2 &3, Hillside View Development, Caleb Motshabi) • IPTN Phase 1 (a) and (b) • IPTN Starter Service Implementation • Township Economic Development • Micro Retail Parks • Commonage development
<i>Botshabelo</i>	<ul style="list-style-type: none"> • Botshabelo Bulk Infrastructure • Upgrading • Botshabelo CBD Master Plan • Botshabelo-Thaba Nchu Integration Node • Botshabelo West Development 	<ul style="list-style-type: none"> • PPP for CBD renewal • SMME Development and • Infrastructure Upgrading • Bucket eradication • Informal Settlement • Upgrading • Botshabelo Industrial Park • ICT Incubation Hubs • SMME Hawking Stalls Development • Commonage development

Marginalised Area	Development Strategy and Approach	Sub-programme Interventions
<i>Thaba Nchu</i>	<ul style="list-style-type: none"> • Thaba Nchu CBD Master Plan • Botshabelo-Thaba Nchu • Integration Node • Agricultural Development 	<ul style="list-style-type: none"> • PPP for CBD renewal • Thaba Nchu Agripark • Informal Settlement Upgrading • SMME Development • Micro Retail Parks • Agri Hubs Development
<i>Soutpan/Ikgomotseng</i>	<ul style="list-style-type: none"> • Salt Mining and beneficiation • Infrastructure Network Upgrading 	<ul style="list-style-type: none"> • Salt Mining projects • Roads and stormwater
<i>Dewetsdorp</i>	<ul style="list-style-type: none"> • Infrastructure Network Upgrading • Agricultural Development 	<ul style="list-style-type: none"> • Upgrading of social amenities • Upgrading of roads and stormwater
<i>Wepener</i>	<ul style="list-style-type: none"> • Infrastructure Network Upgrading • Agricultural Development 	<ul style="list-style-type: none"> • Roads and stormwater upgrading • Agriculture development • Small Town Regeneration Programme
<i>Van Standensrus</i>	<ul style="list-style-type: none"> • Infrastructure Network Upgrading • Agricultural Development 	<ul style="list-style-type: none"> • Upgrading of Infrastructure

Table 10 : Marginalised Areas and Programme Interventions

B.4 Informal Settlements

In line with developing sustainable human settlements, the Metro with the assistance of the HDA, has developed an Informal Settlements Upgrading Strategy (ISUS), which aims to come up with a more focused and logical manner to deal with upgrading of Informal Settlements.

The objectives of the ISUS are to:

- Ensure alignment with National and Provincial Human Settlement strategies, planning directives and policies;
- Ensure sustainable and spatially integrated Human Settlement delivery; o Consolidating, confirming and installing a shared human settlement division between Mangaung Metro and all spheres of government, role players and stakeholders by outlining and emphasising targeted informal settlements focus areas in respect of informal settlements within the Municipal area;
- Align budgets and capacities to the objectives of the Metro.

The Mangaung Metro Municipality Informal Settlement Upgrading Strategy (ISUS) is a developmentally focused strategy which seeks to bring about more rapid, equitable and broad-based responses to the challenge of informal settlements in the Metro. The focus is strongly in line with the Part 3 of National Housing Code and current developmental priorities of government as recently reflected in the National Development Plan 2030. The upgrading of informal settlements is also prioritized via Breaking New Ground and the Upgrading of Informal Settlement Programme (UISP), which advocates a developmental and incremental approach with relocations as a last resort. The overriding objective for the strategy is to address and comply with the requirements of the government programme of action Outcome 8 National Delivery Agreement, which places a high priority on the upgrading of informal settlements with an emphasis on basic services, community empowerment and security of tenure.

More importantly, the Mangaung Metro ISUS does not address human settlements issues and challenges in isolation from other Metros' plans and policies but the strategy is aligned with other Metro strategic planning documents such as Integrated Human Settlement Plan (IHSP), Spatial development Framework (SDF), Integrated Development Plan (IDP), Informal Settlements By-Laws, Integrated Public Transport Plan (IPTN) etc.

The majority of the Marga Mangang Metro informal settlements are situated within the existing townships of the Metro or at the edge of these townships. These settlements have access to the existing township services (socio-economic infrastructure, roads, water and sanitation) and rudimentary services installed by the City in all settlements. The majority of these settlements occupied parcels of land earmarked for the public spaces such as parks, schools, healthcare facilities, etc.

In order to address informal settlements, MMM has developed an Informal Settlements Upgrading Strategy (ISUS), which is based on the following three principles of BNG:

- Progressive upgrading of informal settlements by adopting a phased *in-situ* upgrading approach in line with international best practise. The plan supports the eradication of informal settlements through *in-situ* upgrading in desired locations and relocation only where development would not be feasible or desirable
- Developing Social and Economic Infrastructure to move away from a housing-only approach towards the more holistic development of human settlements including the provision of social and economic infrastructure
- Enhancing the location of new housing projects to undo and restructure the former unbalanced spatial settlement patterns.

In terms of programming the work will not be phased by targeting and completing specific settlement areas, but rather the execution of work in different planning implementing stages for all the settlements at once. The time frame and programming for upgrading is therefore structured over the entire MTEF period and beyond, as indicated in the table below. Project implementation is, however, split across several municipal directorates. Firstly, the Planning Directorate is responsible for formalization of informal settlements through a process of Township Establishment, as well as to make provision for further extensions to accommodate future urban growth. Furthermore, the Directorate Human Settlements and Housing, in cooperation with the Directorate Engineering Services and Centlec, are responsible for the actual upgrading of informal settlements through facilitating top structures and the provision of Infrastructure services. The Table below indicates the budget for informal settlement upgrading over three years.

No	DETAIL OF EXPENDITURE	Readiness Status	2020/2021	2021/2022	2022/2023
1	BOTSHB SEC D - INSTALL SEWER RETIC (100U)	Appointment of Consultant underway	6 000 000	7 000 000	5 500 000
2	BOTSHB SEC M - INSTALL SEWER RETIC (100U)	Consultant and Contractor on site	6 000 000	8 000 000	6 000 000
3	BLOEMSIDE 9/10- INSTA W&S RETIC (200 U)	Consultant has been appointed	7 000 000	15 000 000	19 000 000
4	BLOEMSIDE 7 - INST W & S RETIC (500 U)	Consultant has been appointed	7 000 000	16 000 000	16 000 000
5	GRASSLAND PH4 - INSTAL W&S RETIC (1000 U)	Project at BEC for appointment of Contractor	17 000 000	20 000 000	22 000 000
6	SONDERWAT PH 2 80/INST WATER INT SEW RET	Consultant has been appointed	5 320 000	-	-
7	CHRIS HANI 28747 - INSTALL RETIC (50 U)	Consultant has been appointed	6 000 000	2 000 000	-
8	F/DOM SQ 37321 (ZUMA- INSTAL RET (117 U)	Consultant has been appointed	8 900 000	-	-
9	MARIKANA - INSTALL RETIC (80 U)	Consultant has been appointed	5 320 000	-	-
10	MKHONTO ERF 32109 - INS RETIC (111 U)	Consultant has been appointed	6 400 000	3 000 000	-
11	SALIVA 35180 & 8323 - INSTAL RETIC (124 U)	Consultant has been appointed	7 450 000	3 000 000	-

No	DETAIL OF EXPENDITURE	Readiness Status	2020/2021	2021/2022	2022/2023
12	SECTION C AND E - INSTALLATION OF WATER AND SEW (138 UNITS)	Tender to be advertised	900 000	-	-
13	BOTSHAB WEST - INSTAL W & S (2 500 U)	Project at BEC for appointment of Contractor	17 000 000	18 000 000	10 318 000
14	BOTSH SEC R - INSTALL WATER (1 000 U)	Appointment of Consultant underway	9 000 000	6 000 000	-
15	THABO MBEKI SQUARE (48 HOUSEHOLDS) - INT	Project approved by BSC for advertisement	6 250 000	-	-
16	KGATELOPELE SQUARE (HOUSEHOLDS..) - INTE	Project at BEC for appointment of Contractor	9 260 000	-	-
17	SOUTPAN - INSTALL RETIC (22 U)	Appointment of Consultant underway	1 590 000	-	-
18	RATAU INSTAL OF WATER RETIC (100 U)	Contractor is on-site and application for extension of scope ready pending performance in current project	2 450 000	-	-
19	TAMBO SQUARE - INSTAL WATER AND SEWER	Consultant has been appointed	2 160 000		
20	ACQUISITION OF LAND FOR INFORMAL	Land has been identified	20 000 000	10 000 000	-

No	DETAIL OF EXPENDITURE	Readiness Status	2020/2021	2021/2022	2022/2023
	SETTLEMENTS RELCOATIONS				
	TOTALS		151 000 000	108 000 000	78 818 000

Table 11: Draft ISUP Project 2020/21 MTREF

Category	Upgrading Approach	Total
A	Rapid formalisation of settlement including planning, full services, top structures and formal tenure	24
B1	Provision of interim basic services which will lead towards eventual formalisation of settlement	13
B2	Settlements that will not be formalised. Provision of interim services while awaiting relocation	2
C	Settlements identified for rapid relocation	5

Table 12 : Informational Settlement categories

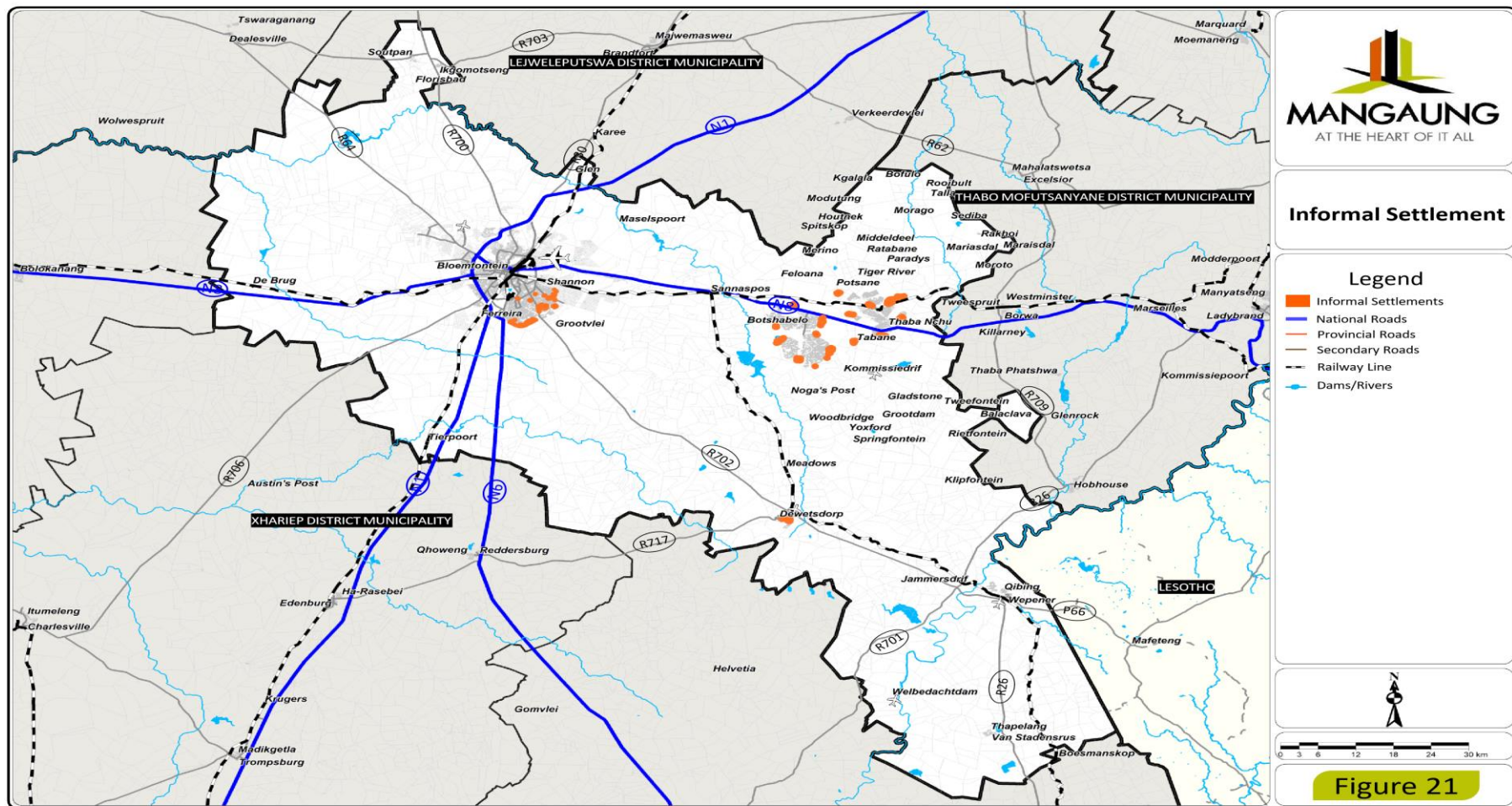
No	Settlement Name	Property Description	Region	Est no. of hhlds	Category	Comments	Top structures	GPS Coordinates
1	Bloemside 9&10	Heidedal Ext. 30, 31, 32	BFN	4200	A	SG Plans approved. Installation of individual water and sewer to commence 19/20 financial year	Y	-29.181058, 26.175358
2	Sonderwater 1	Heidedal Ext. 15	BFN	91	A	Planning and survey completed. Individual water and sewer completed and ready for top structures	Y	-29.172005, 26.264923
3	Sonderwater 2	Heidedal Ext. 15 (erf 5975)	BFN	80	A	SG Plan approved, individual water and sewer planned for 19/20 financial year	Y	-29.181058, 26.175359
4	Kgatelopele	Slovo (Erf 8844, 9260)	BFN	132	A	SG Plans approved, services for the first 81 to be installed 19/20 financial year	Y	-29.145236, 26.248413
5	Thabo Mbeki	Erf 28561, 28562 & 28747	BFN	73	A	SG Plans approved, installation for individual water and sewer 18/19 financial year	Y	-29.181058, 26.175366
6	Magashule Square	Erf 37333 Freedom Square	BFN	51	A	SG Plans approved, water and sewer installed and ready for top structures	Y	-29.167518, 26.255725
7	Namibia Cosmos	Erf 27778 & 27921	BFN	51	A	SG Plans approved, water and sewer installed and ready for top structures	Y	-29.169718, 26.241500
8	Marikana	Erf 27578	BFN	101	A	SG Plan approved, individual water and sewer planned for 19/20 financial year	Y	-29.181058, 26.175364
9	MK Square	Erf 8362, 50345, 50344)	BFN	490	A	SG Plan not approved, individual water and sewer connected. Outstanding planning process to be completed	N	-29.174448, 26.241214
10	Khayelisha	Grassland 4	BFN	2500	A	SG Plans approved. Installation of individual water and sewer to commence 19/20 financial year	Y	-29.181058, 26.175361
11	Lusaka Square	Erf 55066	BFN	23	C	Settlement located on top of graveyard. Residents to be relocated either at Hillside View, Vista Park and few at Tambo	N	-29.132483, 26.226734
12	Rankie Square		BFN	12	B2	The area is not developable and residents are being moved to erf 34222	N	-29.187373, 26.244818
13	Turflaagte ZCC	Erf 39688, 39701, 39702, 39482, 53820	BFN	92	B1	Process to allocate residents is in process and more residents from unsafe areas are being relocated to the settlement	N	-29.197262, 26.261174
14	Matlharantlhen g		BFN	3108	B1	4 of 5 SG plans approved. Continious allocation of erven to residents with some from areas that have to be relocated	N	-29.176312, 26.301606

15	Maditlhabela	Farm Rodenbeck	BFN	938	B1	There are approximately 335 residents on residing and 938 erven have been created to accommodate more residents from other inhabitable settlements	N	-29.192869, 26.273727
16	Caleb Motshabi & Kgotsong	Turflaagte 881 and Liege Valley 1325	BFN	7500	A	SG plans approved. 1700 households have individual water and sewer connections with 211 to be completed April and 5500 under implementation under catalytic programme of province	Y	-29.221741, 26.243878
17	Saliva Square	Erf 35180, 8323 Freedom Square	BFN	124	A	SG Plans are approved. Installation of individual water and sewer connections planned for 19/20 financial year	Y	-29.181058, 26.175363
18	Jacob Zuma Square	Erf 37321 Freedom Square	BFN	117	A	SG Plans are approved. Installation of individual water and sewer connections planned for 19/20 financial year	Y	-29.181058, 26.175365
19	Mkhonto Square	Erf 32109 Turflaagte	BFN	111	A	SG Plans are approved. Installation of individual water and sewer connections planned for 19/20 financial year	Y	-29.181058, 26.175362
20	Bloemside Phase 7	Bloemside Phase 7	BFN	1138	A	SG Plans are approved. Installation of individual water and sewer connections planned for 19/20 financial year	Y	-29.181058, 26.175360
21	Kaliya Square	Erf 22860, 22861, 22862	BFN	27	B2	Residents are sitting on a road reserve and should be relocated into planned erven	N	-29.187256, 26.246169
22	Winkie Direko	Turflaagte	BFN	118	C	Settlement is located in a flood prone land, residents must be rapidly relocated	N	-29.189281, 26.249601
23	Sibuyile	Turflaagte	BFN	84	C	Settlement is located on top of a big bulk water pipeline, residents must be rapidly relocated	N	-29.183854, 26.246273
24	Gatvol	Heidedal	BFN	250	C	Settlement is located on land that is not habitable, residents must be rapidly relocated	N	-29.131201, 26.244191
25	Tambo Square	Erf 54680, 54681, 54682	BFN	37	B1	Application for re-zoning and sub-division to 41 residential erven. Area is surveyed and awaiting SG approval	N	-29.129597, 26.234695
26	Codesa and Joe Slovo	Bochabela & Joe Slovo	BFN	147	C	Settlements are within the floodplain and rapid relocation to be effected	N	-29.151619, 26.251527
27	Botshabelo West	Botshabelo West	BOTS HABE LO	3700	B1	Township is approved with SG Plans. Individual water connections to be rolled out from current financial to 21/22 financial year	Y	-29.181058, 26.175351

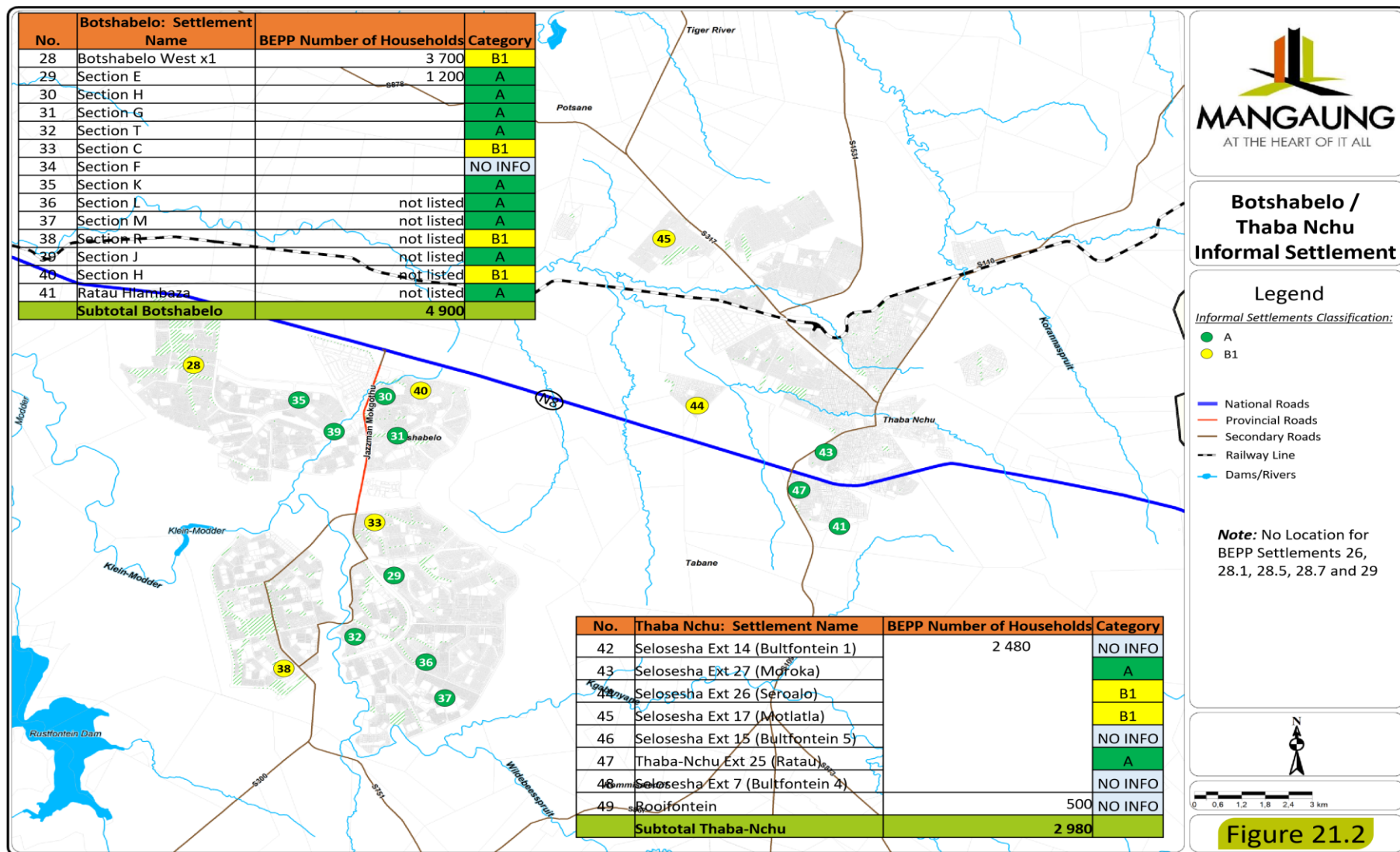
28	Section L	Section L1124	BOTS HABE LO	500	A	SG Plans approved and households connected with individual water and sewer in 18/19 financial year	Y	-29.181058, 26.175356
29	Section M	Section M808	BOTS HABE LO	99	A	SG Plans approved and households connected with individual water and sewer in 18/19 financial year	Y	-29.181058, 26.175353
30	Section E	Section E1905	BOTS HABE LO	36	A	SG Plans approved	N	-29.256032, 26.712271
31	Section H	Section H412; 447;1785; 1810	BOTS HABE LO	111	A	SG Plans approved and households connected with individual water and sewer. Houses are built	N	-29.205243, 26.722733
32	Section G	G735; 736; 737	BOTS HABE LO	69	A	SG Plans approved and households connected with individual water and sewer. Houses are built	N	- 29.2412213, 26.7093083
33	Section T	Section T2473	BOTS HABE LO	35	A	SG Plans approved and households to be connected with individual water and sewer. Houses are built	N	- 29.2622153, 26.7149952
34	Section K	Section K1541;2479;2489;2 490; 2491;1692;2259;21 31	BOTS HABE LO	490	A	SG Plans approved and households connected with individual water and sewer. Houses are built	N	-29.2411, 26.7092
35	Section C	Section C2465;2466	BOTS HABE LO	49	B1	Awaiting SG approval of C2466, interim services installed and identified for full upgrading	N	-29.241259, 26.708737
36	Section R	Section R	BOTS HABE LO	2250	B1	Township is approved with SG Plans. 30% for individual water connections underway	Y	-29.181058, 26.175352
37	Section J	Section J2301	BOTS HABE LO	54	A	SG Plans approved and households connected with individual water and sewer. Houses are built	N	-29.221910, 26.699107
38	Section H	Section H960	BOTS HABE LO	38	B1	Planning for rezoning and sub-division underway & identified for full upgrading. Interim services availed for imminent upgrading	N	-29.205243, 26.722733

39	Morolong	Thaba-Nchu Ext 27	THAB A- NCHU	390	A	SG Plans approved. Installation of individual water and sewer to commence 19/20 financial year	Y	-29.181058, 26.175357
40	Ratau	Thaba-Nchu Ext 40	THAB A- NCHU	119	A	SG Plans approved. Installation of individual water to commence 19/20 financial year	Y	-29.232718, 26.817013
41	Ratau Hlambaza		THAB A- NCHU	77	A	SG Plans approved. Installation of individual water to commence 19/20 financial year	N	29.241246, 26.829627
42	Zone 1	Selosesha Ext 17	THAB A- NCHU	429	B1	SG plans approved and awaiting opening of township register. Interim services for future full upgrade	N	-29.167237, 26.781592
43	Seroalo	Thaba-Nchu Ext 26	THAB A- NCHU	111	B1	SG plans approved and awaiting opening of township register. Interim services for future full upgrade	N	-29.210813, 26.790504
44	Van Stadensrus	Van Stadensrus	VAN STAD EN	9	B1	Residential erven availed for the 9 residents to be allocated from the privately-owned land. Interim services are provided	N	-29.981201, 27.006291
45	Dewetsdorp	Dewetsdorp	DEWE TSDO RP	38	B1	Planning for 503 residential erven underway to accommodate 38 residents in informal area and for future need	N	-29.596450, 26.680791
46	Wepener	Wepener	WEPE NER	0	B1	398 residential erven are approved. Individual erf connections for water and sewer is planned to avert land invasion	N	-29.719741, 27.015556
47	Soutpan	Soutpan	SOUT PAN	93	A	Relocation area to accommodate 93 residents from inhabitable land is approved and will be provided with full services	N	-28.731932, 26.114776

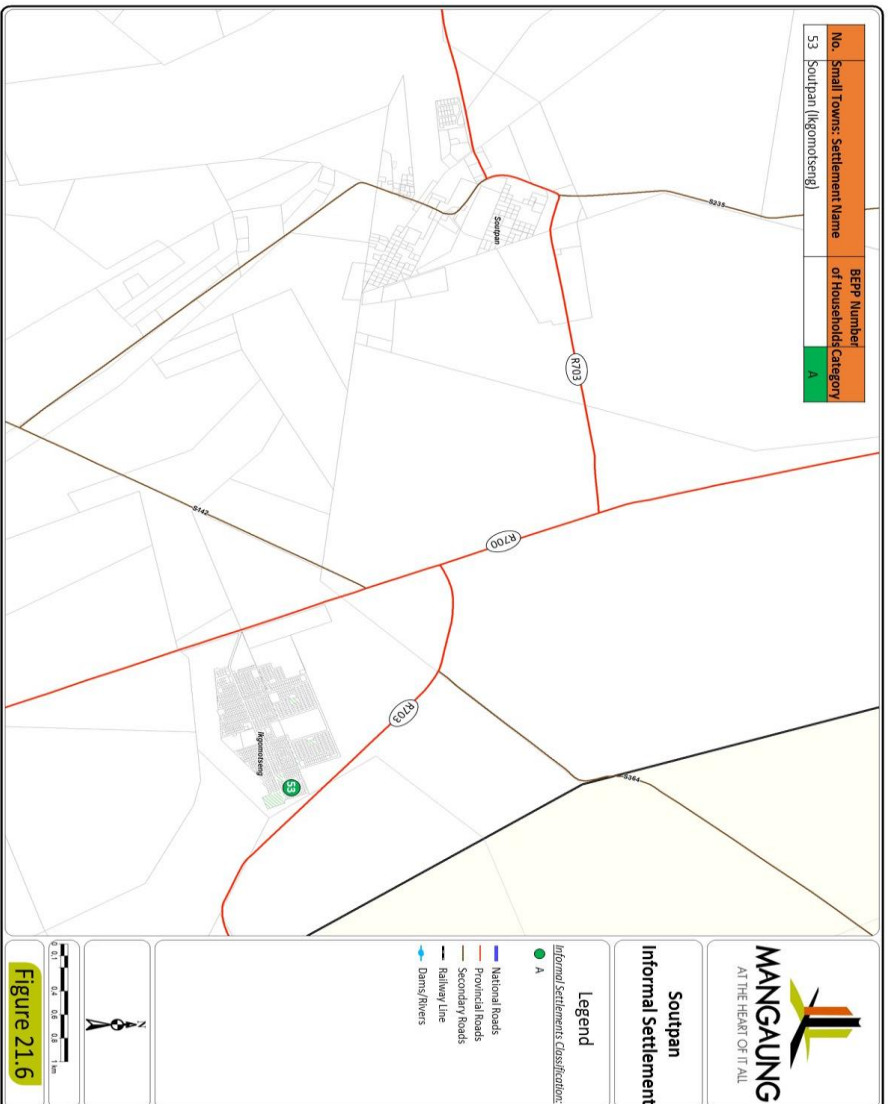
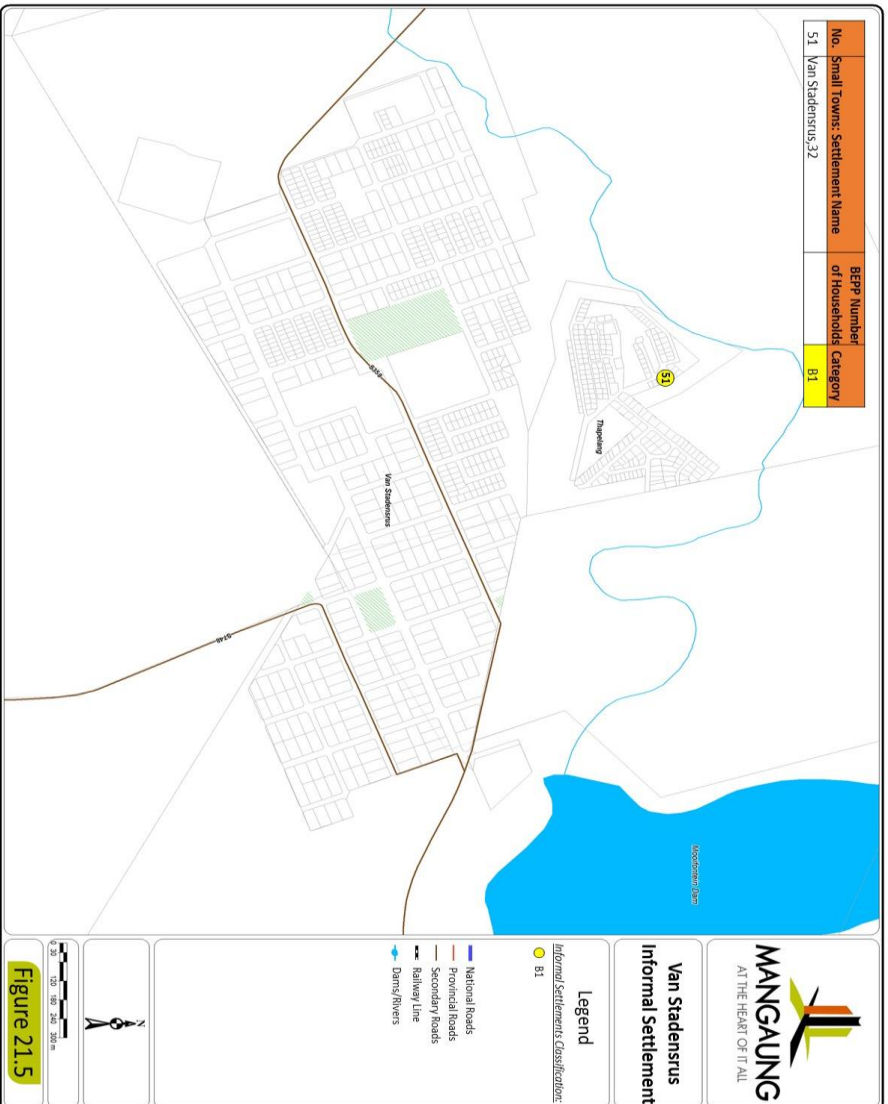
Table 13 : List of Informal Settlements and categories



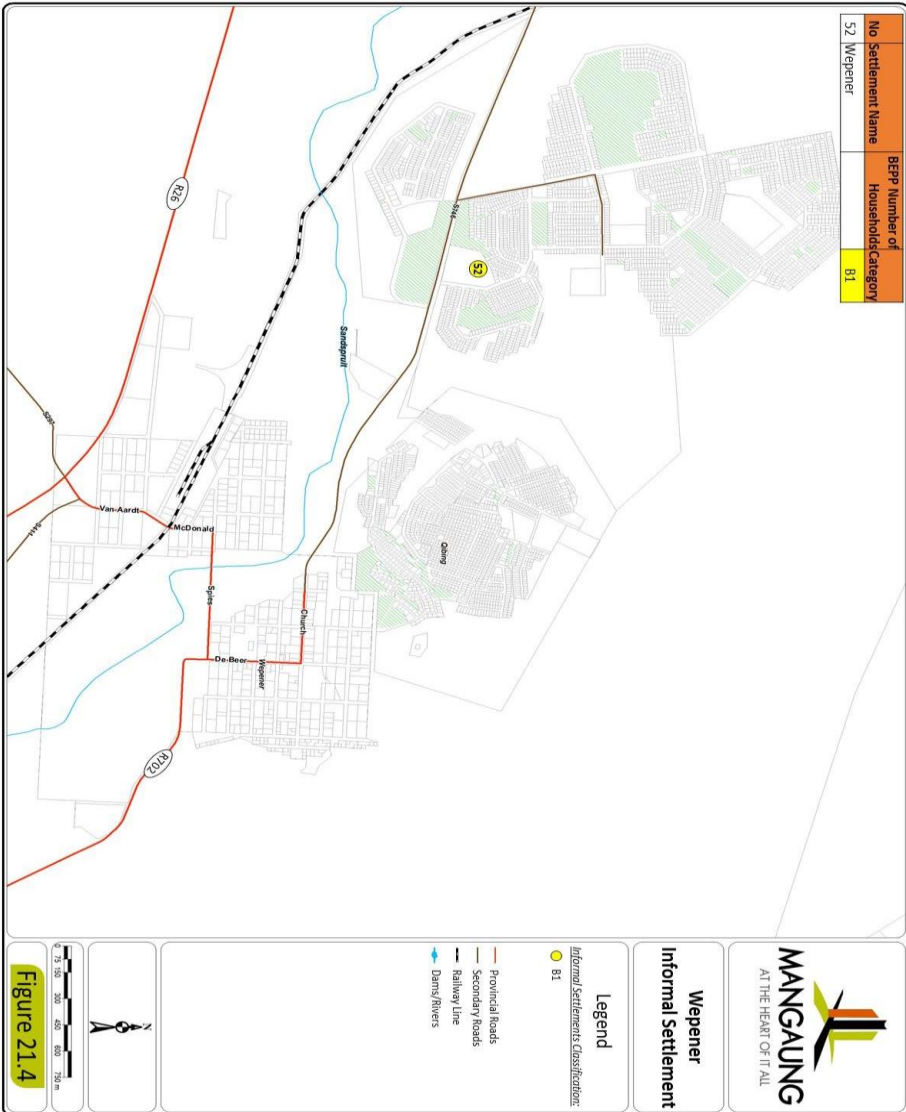
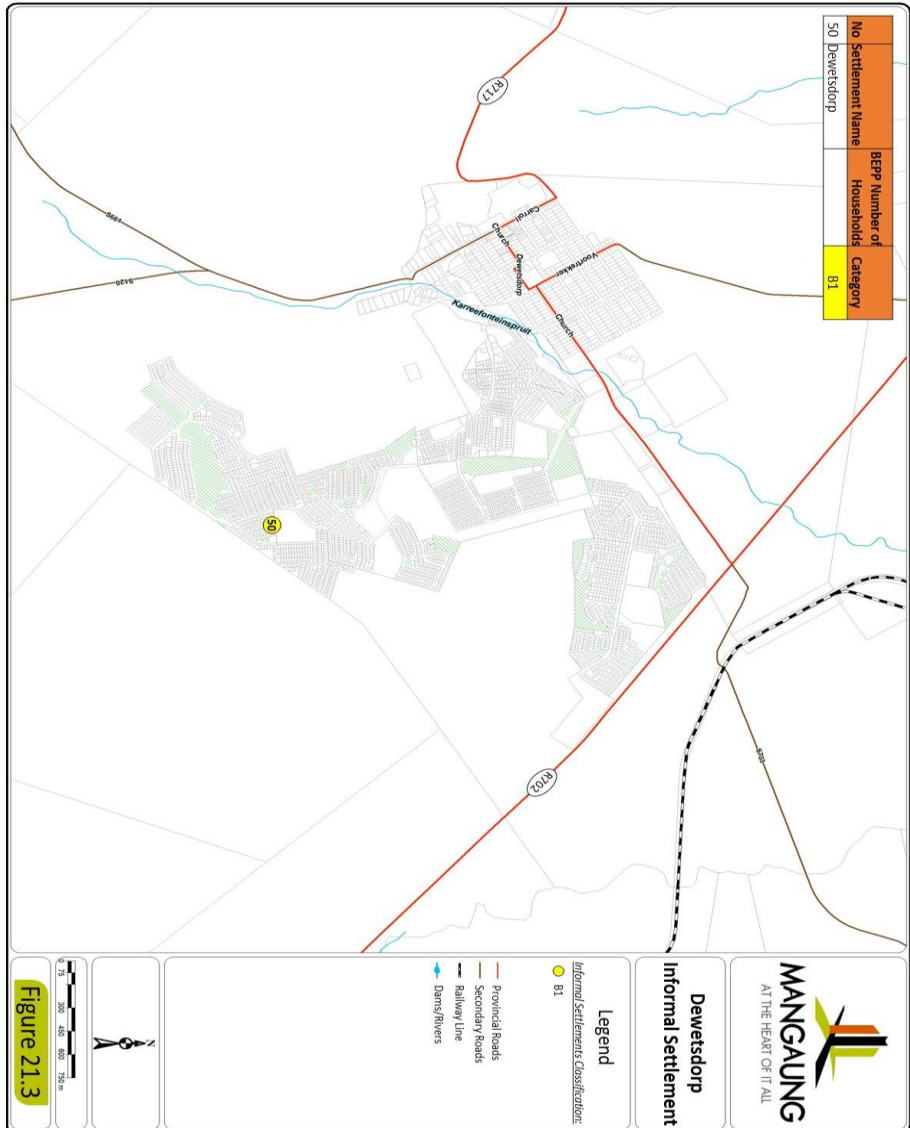
Map 11 : Spatial location of Informal Settlements (MSDF,2020)



Map 12 : Spatial Location of Informal Settlements in Bloemfontein/ Mangaung Township



Map 13 : Spatial Location of Informal Settlements in Soutpan and Van Standensrus



Map 14 : Spatial Location of Informal Settlements in Wepener and Detwesdorp

B. 5 Economic Nodes

B 5.1 Economic Overview

The Mangaung Metropolitan Municipality recorded a GVA amounting to R 85,5 billion in 2018 which represents about 40,5% of the Free State Provincial GVA (R 218,7 billion) and 2% of the National GVA (R 4,341,3 billion). In line with National and Provincial trends, the economic growth rate of the Mangaung Metropolitan Municipality has been declining since 2012 when it was around 4,2%, compared to the 0,9% recorded in 2018. The primary sector contributes a mere 3% to the economy of the Mangaung Metropolitan Municipality while the secondary sector represents 12% of the GVA. The tertiary sector dominates the

Mangaung Metropolitan Municipality's economy by contributing about 85% of the GVA. Community services (33%) and Finance (21%) are the largest contributors followed by Trade (17%) and Transport (13%). Manufacturing (6%) is the largest contributor in the Secondary Sector while Agriculture contributes about 2% and Mining only 1% to the Mangaung GVA. In terms of employment, the Mangaung Metropolitan Municipality holds an estimated 270,389 workers (job opportunities) of which about 13,051 (5%) are in the Primary Sector, 36,511 (14%) in the Secondary Sector and 220,826 (82%) in the Tertiary Sector.

Community Services (29%) and Trade (22%) are the largest contributors to employment, followed by Finance (14%) and Households (12%). Construction (7%) and Manufacturing (6%) are the largest contributors in the Secondary Sector while Agriculture contributes about 3% of all job opportunities in the Metropolitan area. The estimated unemployment rate (2018) stands at approximately 27,1% which is about 1,8 percentage points higher than the 25,3% recorded in 2011. The Mangaung Metropolitan Municipality unemployment rate is in line with the national average but slightly less than the average for Free State Province.

B 5.2 Economic Nodes

The primary business node in Mangaung is the Bloemfontein CBD which provides the largest number and widest range of business activities in the municipal area. A number of smaller decentralized business nodes also exist in the residential suburbs of Bloemfontein and Mangaung Township. Botshabelo, Thaba Nchu, Dewetsdorp and Wepener also have a formal business area with small formal and informal business activities scattered throughout the surrounding residential urban fabric.

Economic Nodal Category	Spatial Targeting areas
Established Nodes	Hamilton Industrial Area
	East End Industrial Area
	Transwerk Industrial Area
	Hilton Industrial Area
	Botshabelo Industrial Park
	Bloemfontein CBD
Emerging Nodes	Botshabelo CBD
	Thaba Nchu Agripark
	Botshabelo Mall Precinct
	Retail Nodes (Northridge Mall, Preller Square, Mimosa Square, Fleurdal, Vista (proposed), Home Affairs and Twin City, Cecilia Park nodes)
Declining Nodes	Thaba Nchu CBD
	Thaba Nchu Industrial Area
	Bloemfontein CBD
	BloemIndustria

Table 14 : Economic Nodal Categories

The table below shows that the estimated retail floor space in the municipal area is about 1,146 million m² and office floor space amounts to about 986,489 m². These economic activity areas provide jobs for an estimated 87,163 workers.

Functional Area	Floor Area (m ²)				Workers (m ²)			
	Retail	Office	Total	%	Retail	Office	Total	%
Mangaung / Bloemfontein	973,267	935,270	1,908,537	89%	27,650	51,758	79,408	91%
Botshabelo /Thaba Nchu	143,015	45,076	188,092	9%	4,063	2,495	6,557	8%
Rural	4,623	-	4,623	0.2%	131	-	131	0.2%
Small Towns	25,587	6,143	31,730	1%	727	340	1,067	1%
Total	1,146,493	986,489	2,132,982	100%	32,571	54,593	87,163	100%
Source: Mangaung Integrated Public Transport Network, 2016								

Table 15 :Mangaung MM Estimated Business Job Opportunities and Floor Areas(IPTN 2016)

Bloemfontein: Bloemfontein is the economic hub of the municipal area and will remain the focus for future development. The city is centrally located in South Africa and is served by major roads such as the N1 which links Gauteng with the southern and western Cape, the N6 which links Bloemfontein to the Eastern Cape and the N8 which links Lesotho in the east with the northern Cape in the west via Bloemfontein. The city has developed around the central business district (CBD) in a sectoral form, with the majority of the poor and previous disadvantaged communities living in the south-eastern section.

B 5.3 Industrial Nodes

About 70% of all industrial/ commercial land (1,174 ha) is located in Bloemfontein/Mangaung of which an estimated 928 ha is developed and 245 ha is still vacant. In the Botshabelo/Thaba Nchu complex there is about 343 ha of industrial/ commercial land of which 171 ha is developed and 172 ha still vacant. In the remaining part of the metropolitan area there is about 170 ha of industrial land of which only 8 ha is developed at present. The table below also shows the location and spatial extent of industrial/ commercial use throughout the Mangaung municipal area.

Functional Area	Existing (ha)				%	Vacant (ha)				%	Total (ha)	%
	Industrial	Commercial	Service related (Light) Industry	Total		Industrial	Commercial	Service related (Light) Industry	Total			
Mangaung / Bloemfontein	405	507	16	928	84%	105	138	3	245	42%	1,174	70%
Botshabelo /Thaba Nchu*	131	27	13	171	15%	168	3	-	172	30%	343	20%
Rural	8	-	-	8	1%	162	-	-	162	28%	170	10%
Grand Total	544	534	30	1,108	100%	435	141	3	579	100%	1,687	100%
Mangaung / Bloemfontein (%)	34%	43%	1%	79%		9%	12%	0.2%	21%		100%	
Botshabelo /Thaba Nchu (%)	38%	8%	4%	50%		49%	1%	0.0%	50%		100%	
Rural (%)	5%	0%	0%	5%		95%	0%	0.0%	95%		100%	

Table 16 : Location and spatial extent of industrial/ commercial uses

Bloemindustria Industrial Area

Bloemindustria Industrial area is located approximately 23 kilometres from the City Centre of Bloemfontein. The area was established and approved in 1987 with the aim of creating a new industrial hub in Bloemfontein with much larger industrial sites to accommodate bigger factories capable of mass production and the ability to employ more people. In order to test the demand, municipality partly installed services such as water, sanitation, electricity and one tarred road on the first row of the development phasing the N8. The Municipality further erected nine (9) factory shells which were later rented out due to lack of interest from the industrialists to buy.

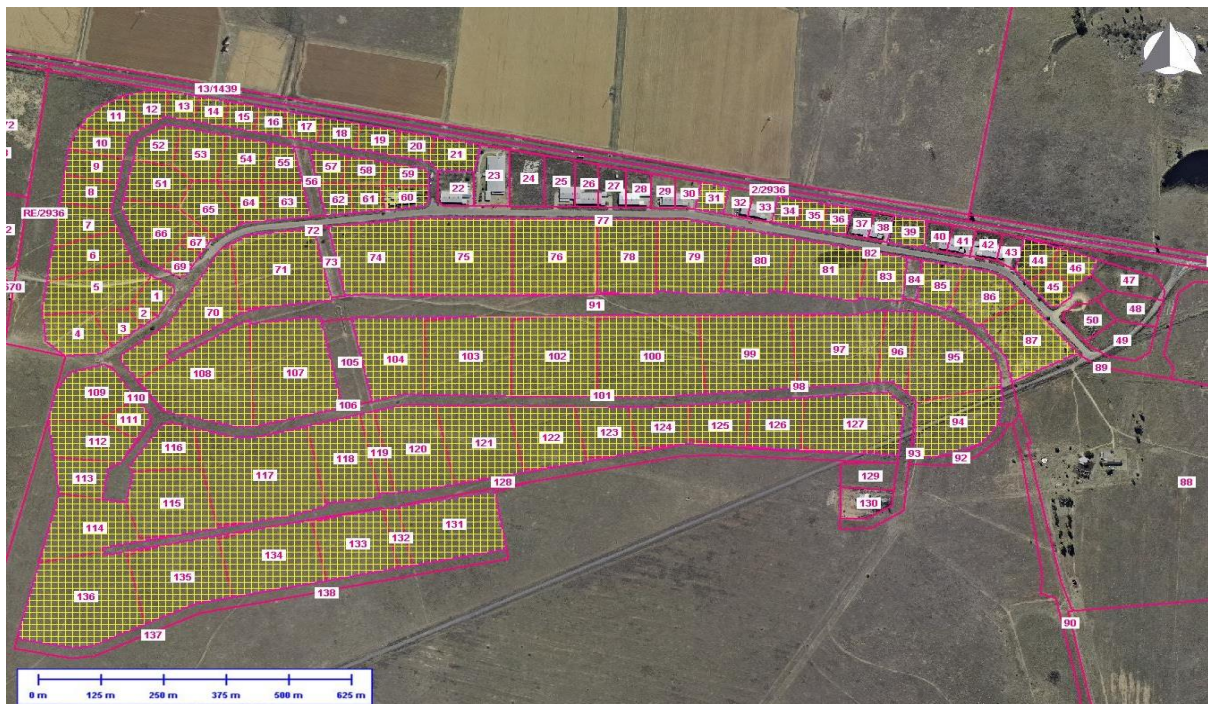


Figure 13 : Layout of Bloem-industria

In the 1990's the Municipality vigorously marketed the area and even went as far as establishing a now defunct Industrial Marketing Unit to market the area. This initiative also came short in delivering what was expected as only one factory shell was sold. To date, there has been much more interest in the area, but the challenge is approximately 90 % of the area is totally un-serviced. It has become an urgent for the municipality to ensure that the area is serviced so that the recent demand identified can be absorbed, with benefits for the City flowing from rates and taxes, water, refuse removal, sanitation and electricity. Further benefits will obviously be the creation of job opportunities for both skilled and unskilled labour, which is certain during development and after development.

New Hamilton Industrial Area

Bloemindustria Industrial area is located approximately 6.9 kilometres from the City Centre of Bloemfontein. The area was established and approved in 2000 with the aim of creating another industrial hub in Bloemfontein, with almost the same idea like in Bloemindustria of establishing much larger industrial sites to accommodate bigger factories capable of mass production and the ability to employ more people nearer to their homes. In this area, the municipality decided to approach the provision of services per successful sale of the vacant industrial site, and the purchasers were expected to provide own services with the future purchasers expected to pay on pro-rata the costs of services incurred by the initial purchasers who installed services that were benefiting the new purchasers. The area immediately enjoyed a huge demand from the industrialists which saw a number of sales within a very short space of time, and the establishment or development of Macsteel. Unfortunately, this hype did not last long as the purchasers started facing the challenges and the reality of buying un-serviced land. Most of the purchasers decided to sell their sites to the third parties but the new purchasers faced the same challenges and none of them have so far developed his or her site.

Botshabelo Industrial Park

The Botshabelo Industrial Park is the most important node for economic development and consist of 138 warehouses with a total floor area of 200 000m² with a rand value of R500 million. Factories manufacture textile, food processing, electrical enclosures, paraffin stoves and minor engineering services. To the east of Botshabelo are located the Supreme Chicken farms with a chicken abattoir located in the FDC Industrial Park. The current occupancy rate at the node stand at 89, 54 % and employ 6000 people.

In 2015, the Department of Trade and Industry (the DTI) embarked on the Revitalisation of Industrial Parks programme with the aim of re-energising old industrial areas for local economic development. The programme aims to the revitalisation programme at a macro level are:

- To transform the spatial economic patterns of the country including supporting growth for township and rural economy and distressed areas rural economy, thereby accelerating economic development.
- To promote industrialisation and manufacturing,
- To support job creation in manufacturing and related sectors,

- To promote Black Industrialists.

In order to achieve the aforementioned aims, the programme identified infrastructure upgrading and rehabilitation as the foundation phase of the programme. The Botshabelo Industrial Park is one of the ten (10) industrial parks selected to participate in the programme.

Thaba Nchu Industrial Area

The area is characterised by vast stretches of communal grazing areas that surround the urban centre. Most new urban developments have developed towards the west along Station Road, while the central business district has developed to the east of these extensions. Again, this leads to some urban communities centred on the urban core to be as far as 8 kilometres from these economic opportunities. The area has also two industrial areas, one that developed to the west near the railway station and one that developed to the east of the CBD. The western industrial area was developed along the railway line and has therefore side-line facilities and is the more viable of the two. There are 38 FDC factories with an occupancy rate of 65%.

B 5.4 Rural Development and Agri Nodes and Hubs

The Mangaung rural area is a relatively flat vast open area, which is characterised by extensive commercial farming in the west (mainly mixed crop production and cattle farming), with more intensive farming along the lower drainage area of the Modder River in the north-west and the west. Large concentrations of cultivated land are located north-west of Bloemfontein, whilst small pockets of cultivated land are found throughout the district. The eastern part is more popular for cattle, sheep and game farming due to better grazing potential. The majority of land in the Municipal area, however, is used for grazing purposes.

Annual crop farming is largely concentrated in the western parts of the Municipality in the vicinity of the Modder River Irrigation Scheme and covers an estimated 201,733 ha of land (20% of all agricultural land). About 10,516 ha (1%) are irrigated and mainly occurs in the vicinity of the Modder River to the west and along the Caledon River in the southeastern extents of the municipality. As noted earlier, the land under traditional leadership in the north-eastern parts of the Mangaung Metropolitan Municipality is mostly used for subsistence farming which covers about 28,272 ha of land representing 3% of all agricultural use.

The remaining 718,738 ha of agricultural land in Mangaung is utilized for extensive agriculture, representing an estimated 73% of all agricultural land in the municipal area. In the north-western areas it is mainly maize and wheat while cattle and chicken farming also occur widely in this area. The central-southern parts in the vicinity of Dewetsdorp are most suitable for maize, sunflower, groundnut and soya beans with cattle and sheep farming also occurring extensively.

Bloemfontein has two agricultural related training facilities, namely the Glen Agricultural College (located to the north of Bloemfontein and administered by the DAFF), as well as Lengau experimental farm (located to the south of Bloemfontein and administered by the UOFS). Furthermore, Bloemfontein is also home to an international airport (Bram Fisher Airport), which has an export license, as well as a fresh produce market, situated west of Estoire small holdings.

The Mangaung Agri Park initiative identified Thaba Nchu as the optimum location for the establishment of the Agri Hub for the region. It also identified potential for 15 Farmer Production Support Units of which the three top priority sites are located at Botshabelo, Felloane and Sediba, while the Rural Urban Market Centre (RUMC) was identified at Bloemfontein. The MMM Agri-Park Model will consist of an Agri Hub (AH), that will be linked to Farmer Production Support Units (FPSU) and a host for the Rural-Urban Marketing Centre (RUMC), which is currently proposed to be in Bloemfontein. The Agri Hub will be situated in Thaba Nchu where the abattoir currently is, whereas several locations were identified for the FPSU's (3 most prominent are currently Sediba, Botshabelo and Woodbridge). There is an agreement between the University of the Free State (UFS) and the MMM that Langau, the experimental farm south of Bloemfontein, be identified as a FPSU. This will be taken into consideration and discussed in comprehensive detail in the implementation plan of the Mangaung Metro RDP. The table below present the development concepts for the Agri-Park Model.

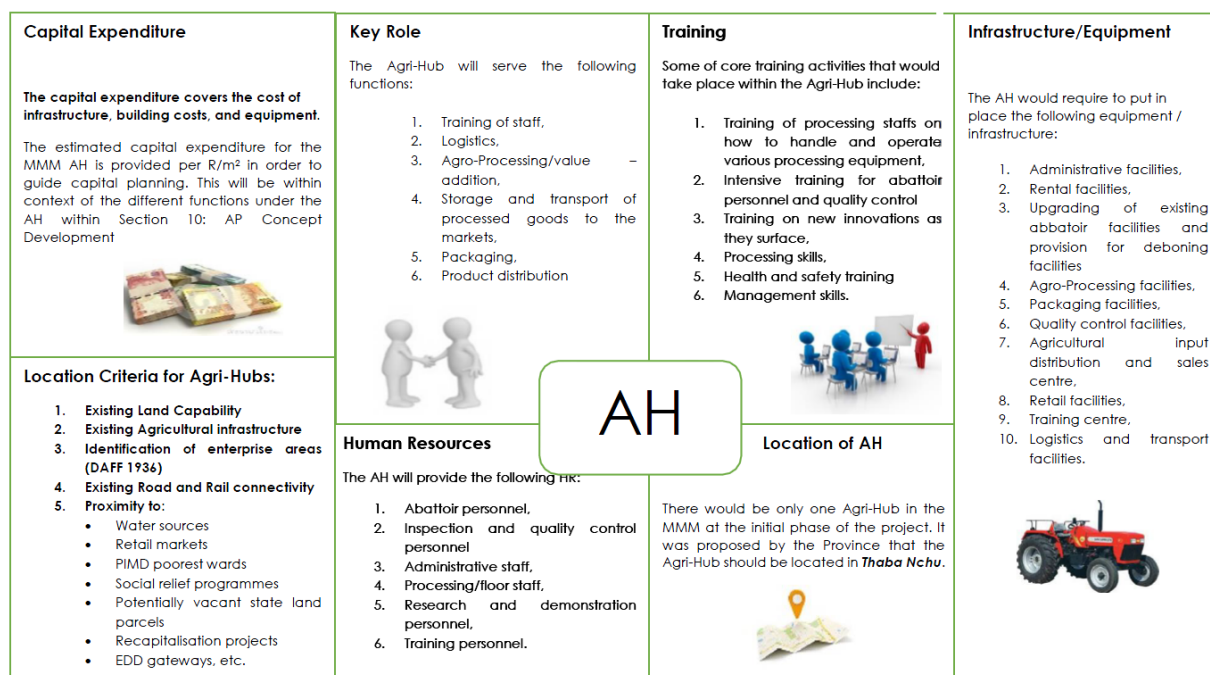


Figure 14 : Mangaung Agri Park Concept (Business Plan 2016:)

The Agri Hub serves as the main cluster of agro-processing and product distribution. The AH will also focus on skills development and other related agricultural activities. A typical footprint of the AH will be 120km in areas with a lower density and 60km in areas with higher densities. The AH may contain in this radius various commodities, small scale and emerging farmers, commercial farmers, and even several FPSU's (illustrated in **Figure 3.11** further down).

The Farmer Production Support Unit (FPSU) serves as a supporting unit to the main AH. The preliminary activities taking place in enhancing value chains takes place within the FPSU, which includes the following:

- Agricultural input supply control
- Extension support and training
- Mechanisation support
- Servicing of machinery
- Local logistics support
- Weighing of produce and stock
- Sorting of produce for markets
- Packaging and storage of produce for local markets

- Auction facilities
- Farmers looking for services and support (the point has also been raised that some farm workers prefer not living on farms anymore, but rather in urban centres. They still work on farms in respect of their specific skills [fencing for example], however do it on a collective basis with other similar skilled workers).
- Small Business Development and Training centre.
- Banking

The main purpose of the RUMC is to provide a connection between rural, urban and international markets, manage contractual agreements as well as to provide market intelligence and information. The figure below contains all the important aspects regarding the RUMC.

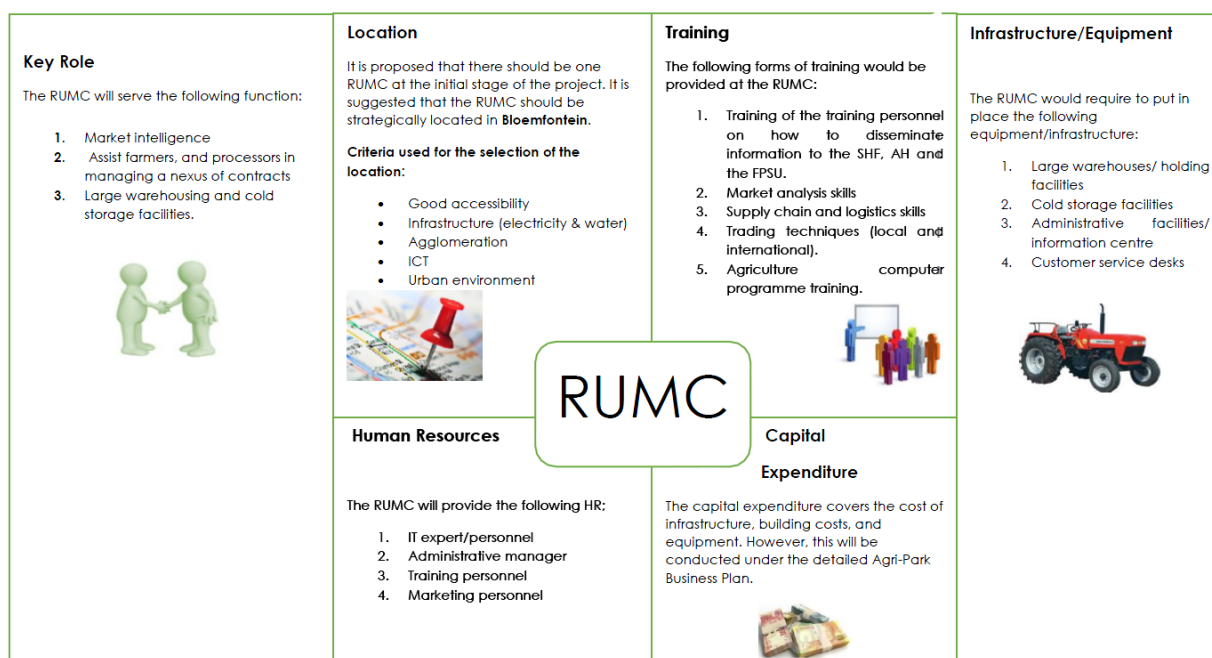


Figure 15 : Development concept of Rural-Urban Market Centre (Agri park Business Plan, 2016)

The figure below illustrates the Agri Park Concept and the catchment areas of the AH & FPSU's. The actual coverage of these sites in the MMM are depicted in the map below.

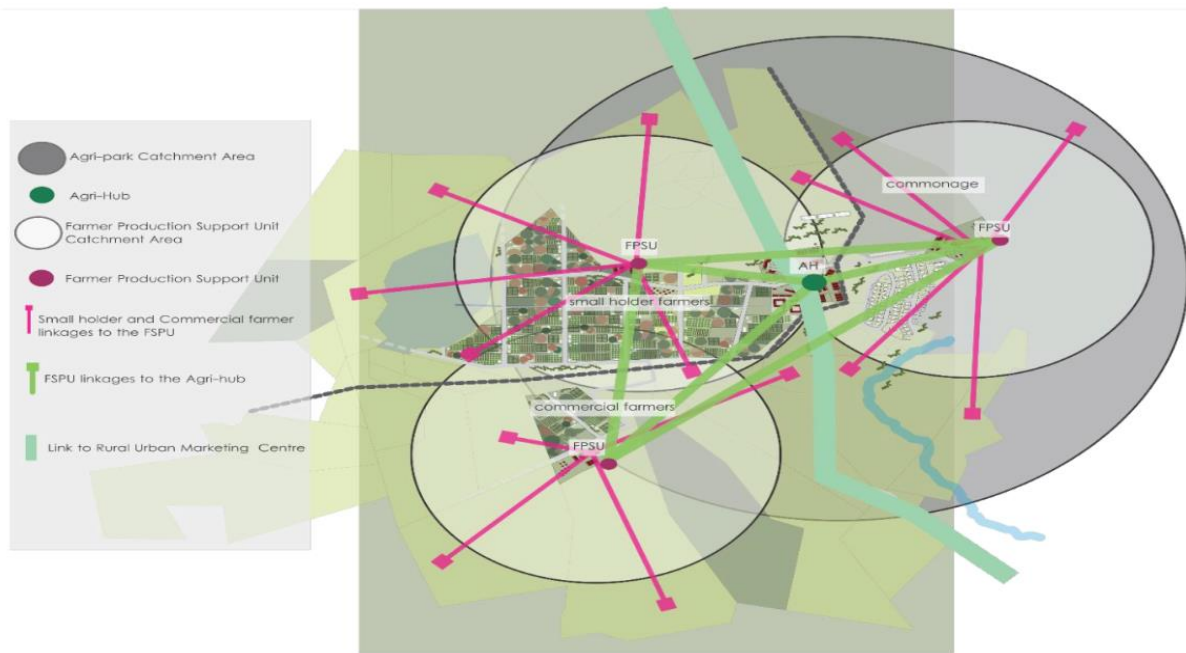


Figure 16 : AH & FPSU Catchment (Agri Park Business Plan,2016)

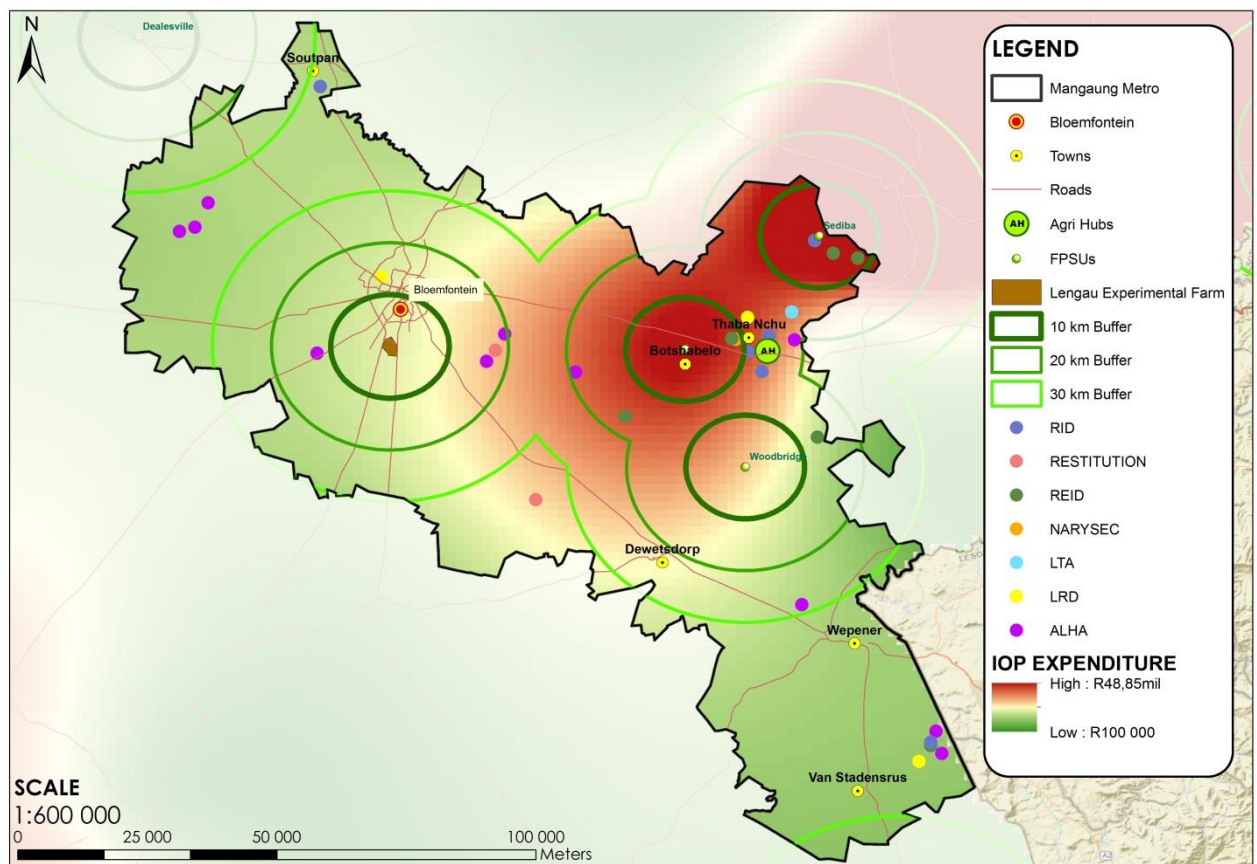


Figure 17: Agri-Park Model Catchment area in Mangaung(Agri Park Business Plan,2016)

The map below indicates the delineation of Mangaung into five broad functional regions that will ensure systematic approach to agricultural and rural development spaces. The functional regions delineated are as follows: These regions are based on the natural resource, potential and characteristics of each area.

Region 1: Mining Region

Region 2: Intensive Agriculture Region

Region 3: Catalytic Intervention Region

Region 4: Priority Land Reform Region

Region 5: Tourism Region

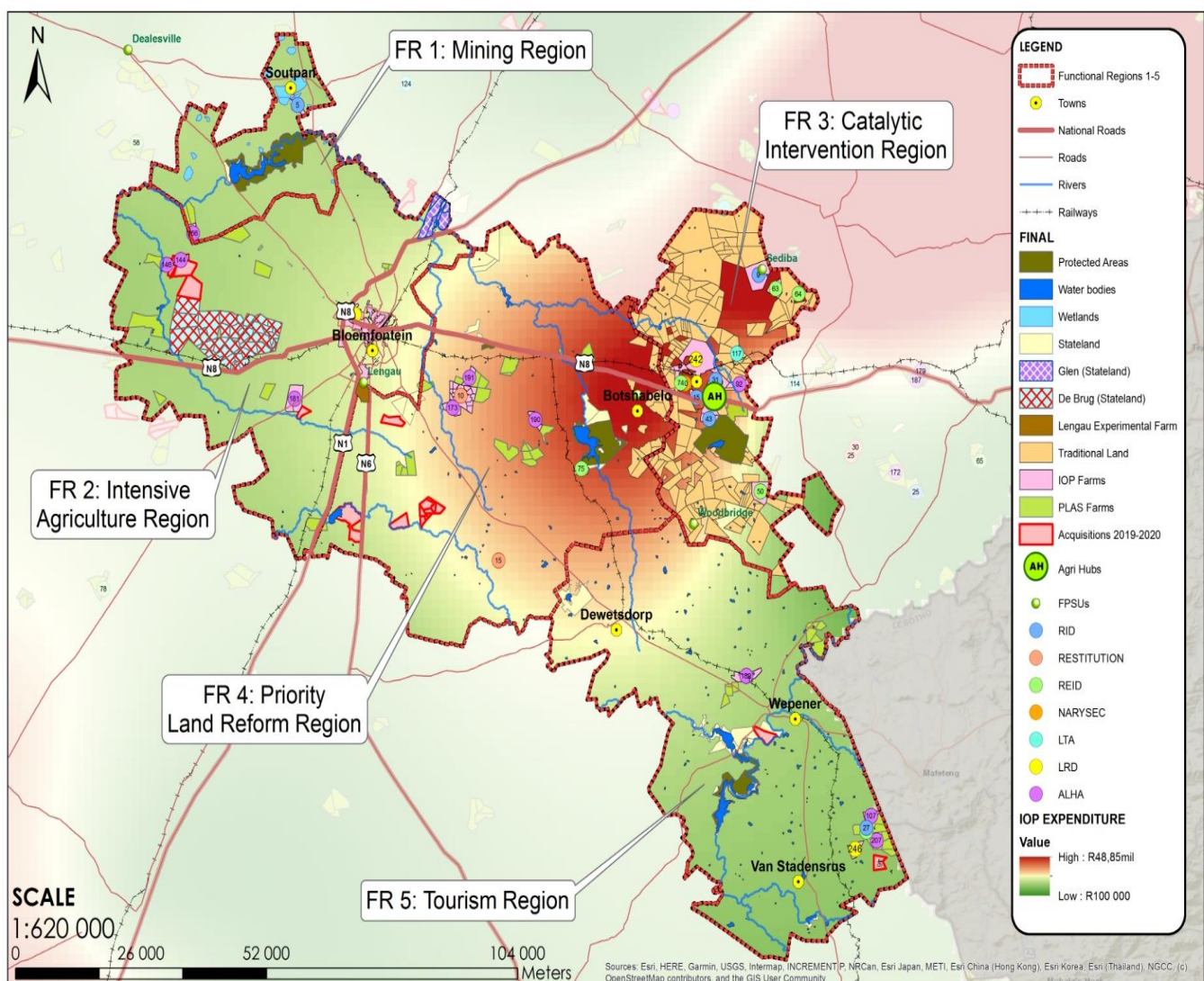


Figure 18 : Rural development functional regions (Mangaung RDP, 2020)

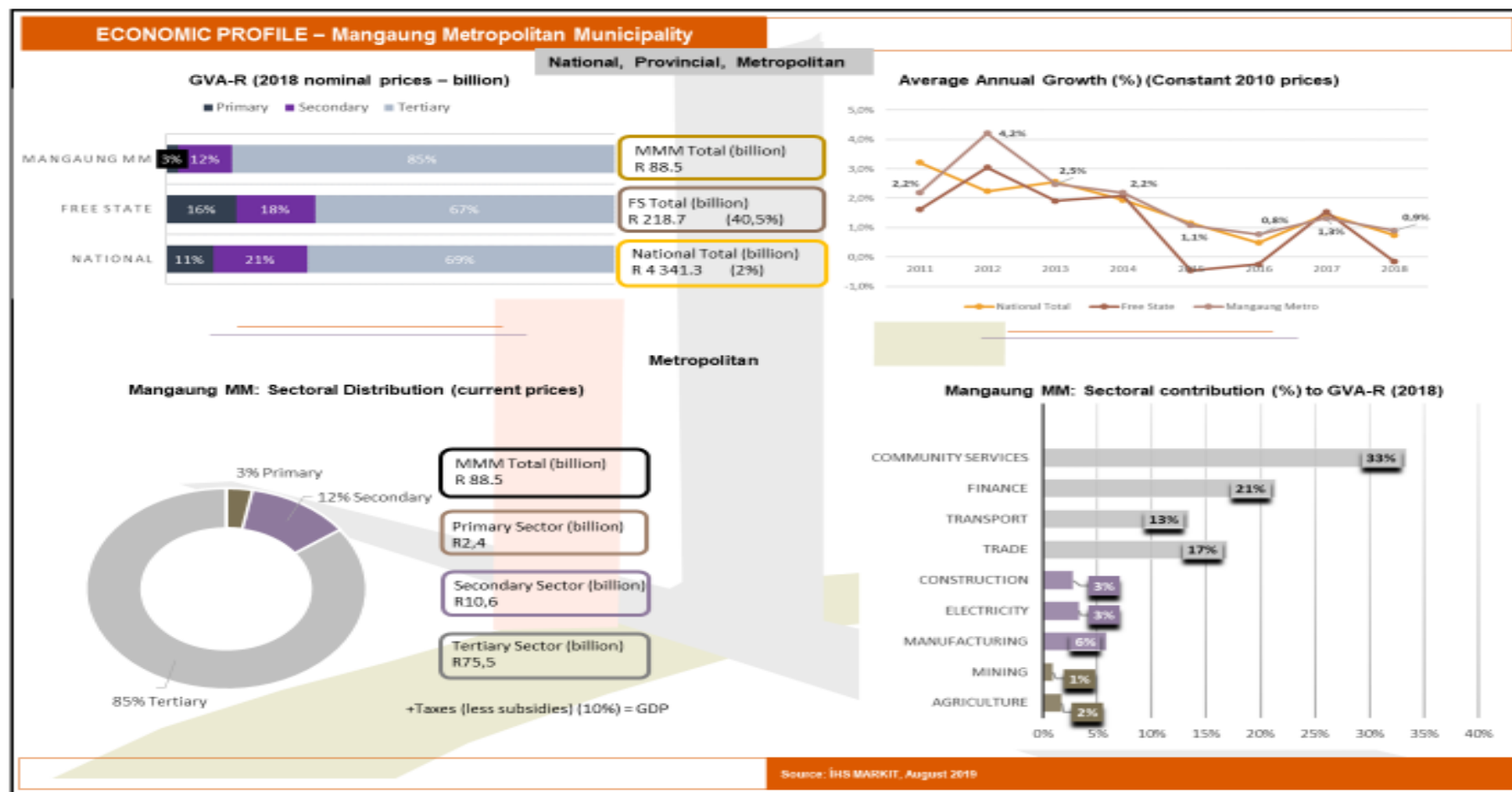


Figure 19: Mangaung Economic Profile (MSDF, 2020)

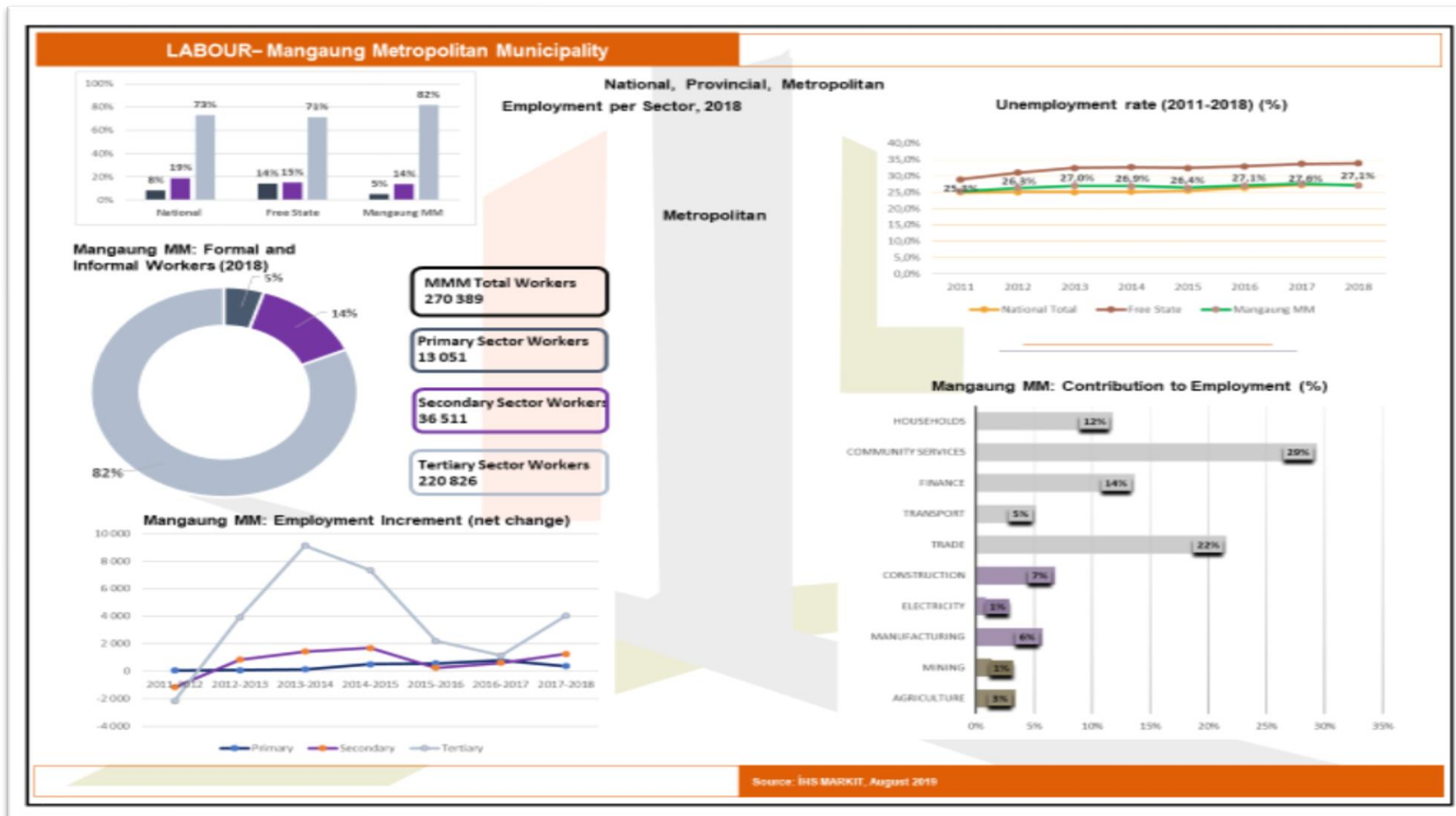


Figure 20 : Mangaung Labour Profile (MSDF, 2020)

B.7 Climate Risk and Vulnerability (Identification of associated climate risk zones)

The climate science projections downscaled represent both high (RCP4.5) and low (RCP8.5) mitigation scenarios. The projections obtained were interpreted within the context of the Global Climate Model (GCM) projections described in the 4th Annual Report (AR4) and 5th Annual Report (AR5) of the Intergovernmental Panel on Climate Change (IPCC) and the regional projections of the Long Term Adaptation Scenarios (LTAS) of Department of Environmental Affairs (DEA). The projected changes are presented for the period 2021-2050 relative to the 1971-2000 baseline period. Under low mitigation, temperatures are projected to rise drastically, by 1-3 °C over the central South African interior for the period 2020-2050 relative to the baseline period. These increases are to be associated with increases in the number of very hot days, heat-wave days and high fire-danger days over South Africa. Key implications of these changes for Manguang may include an increased risk for veld fires to occur in the grasslands areas. The household demand for energy in summer is also plausible to increase, to satisfy an increased cooling need towards achieving human comfort within buildings.

Under high mitigation, the amplitudes of the projected changes in temperature and extreme temperature events are somewhat less, but still significant. The projected changes in rainfall and related extreme events exhibit more uncertainty than the projected temperature changes. A robust signal of increases in dry-spell-day frequencies is evident from the projection. For example, the model-simulated and bias-corrected annual average number of very hot days (days when the maximum temperature exceeds 35 °C, units are number of days per model grid point) are displayed in Figure 0.1, for the baseline period 1971-2000. Over the western Free State, more than 70 very hot days occur on the average annually.

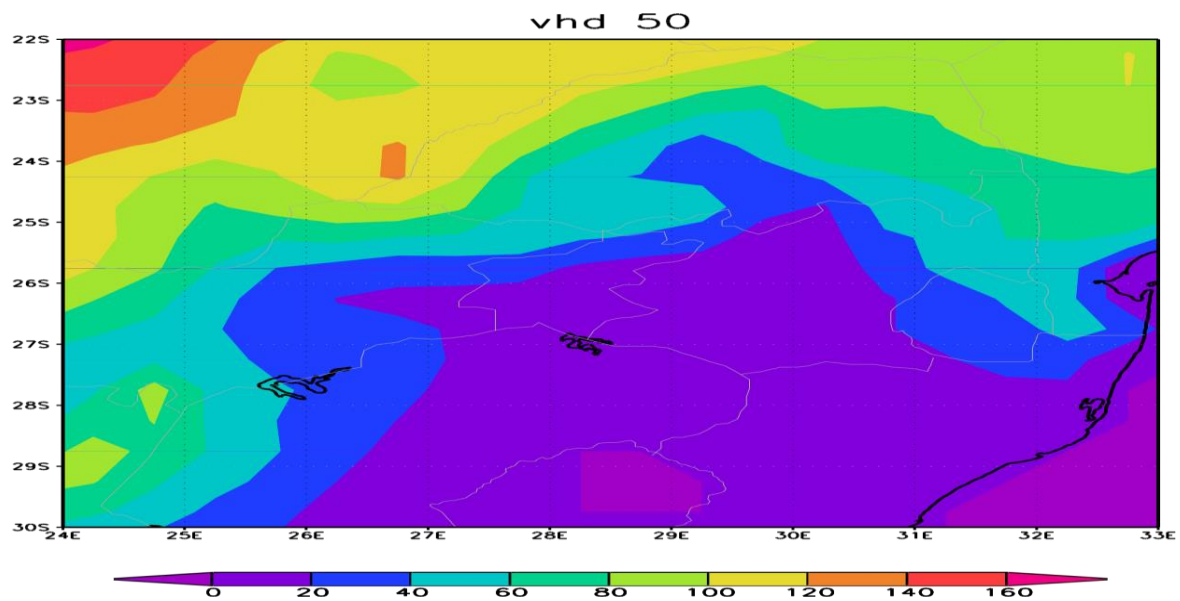


Figure 21: CAM simulated annual average number of very hot days (units are number of days per grid point per year) over central South Africa, for the baseline period 1971-2000. The median of simulations is shown for the ensemble of downscalings of six GCM simulations.

In association with drastically rising maximum temperatures, the frequency of occurrence of very hot days is also projected to increase drastically under climate change. For the period 2020-2050 relative to 1971-1990, under low mitigation, very hot days are projected to increase with as many as 40 days per year in the western part of the domain. More modest increases are projected for the eastern parts. Even under high mitigation, the increase in the number of very hot days may be as high as 40 days over the western Free State.

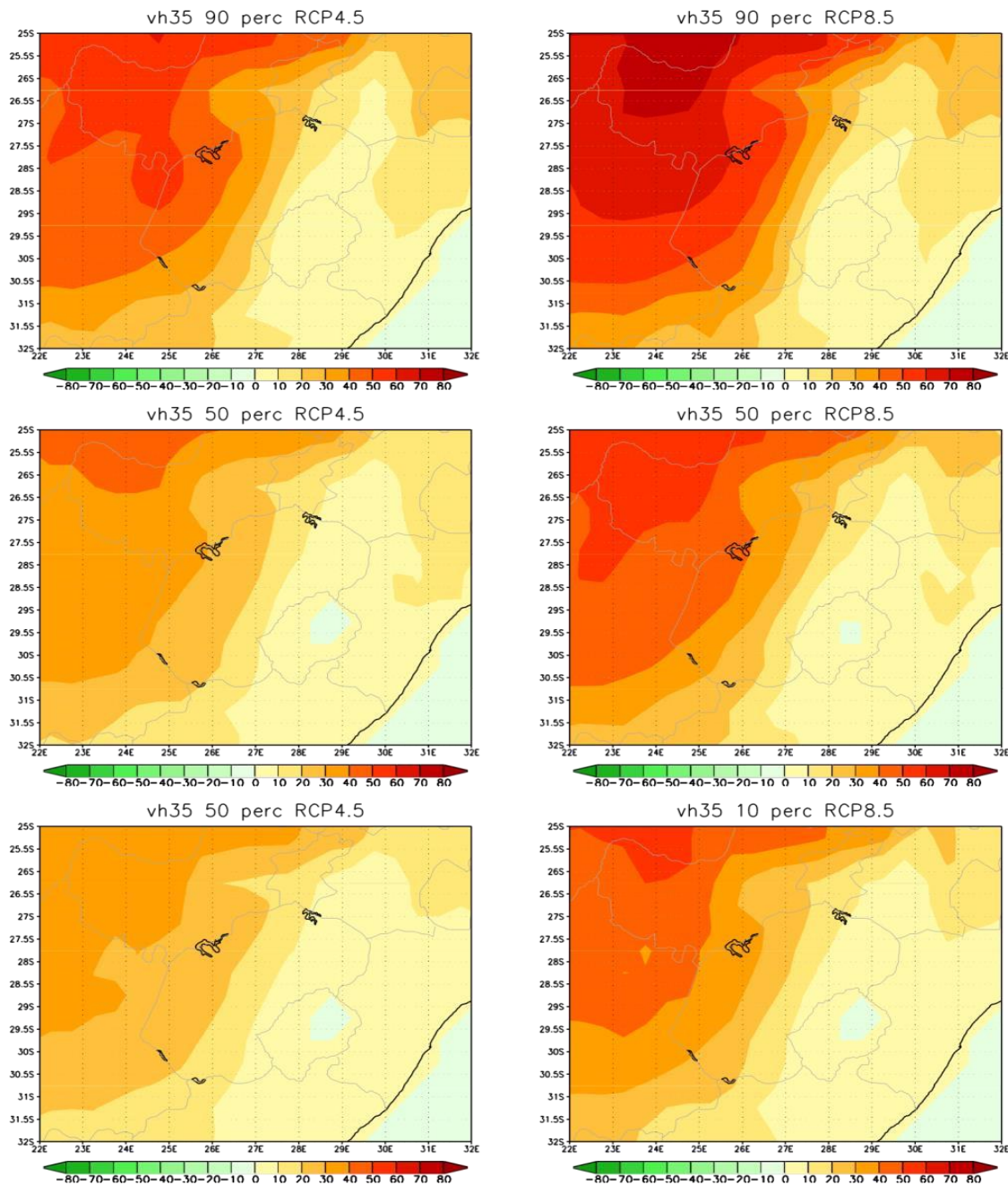
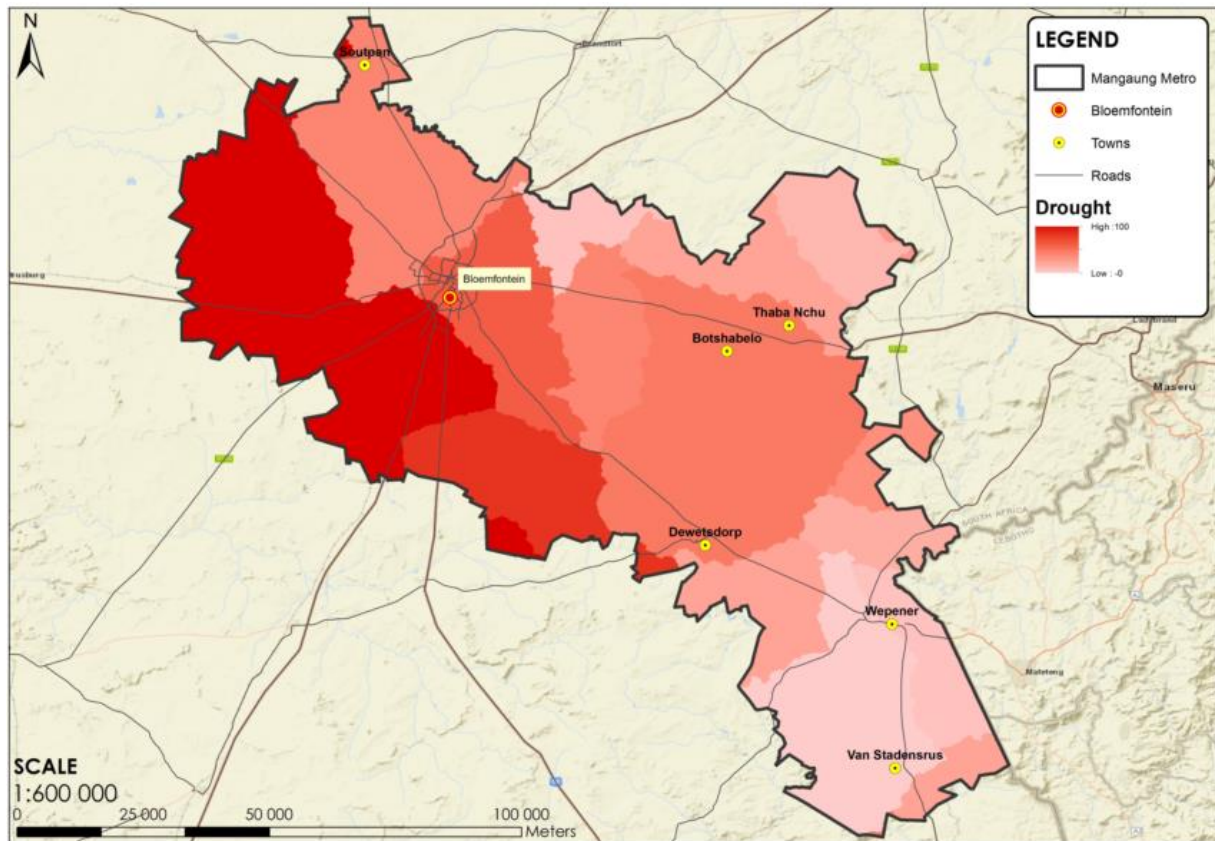


Figure 22 : CAM hot days

The district has a semi-arid climate. Most precipitation occurs during summer thunderstorms, while snow sometimes occurs on the mountains in the east. Frost is common during cold winter nights. The evaporation gradient is the reverse of the rainfall gradient with rates of 1300mm per year in the east, to 2600mm per year in the west. According to the SA Weather Service the average temperatures during summer range between 13°C and 31°C, and during winter between -3°C and 18°C. The map below indicates that the western parts Mangaung area are more susceptible to drought, whilst the risk decreases towards the east.

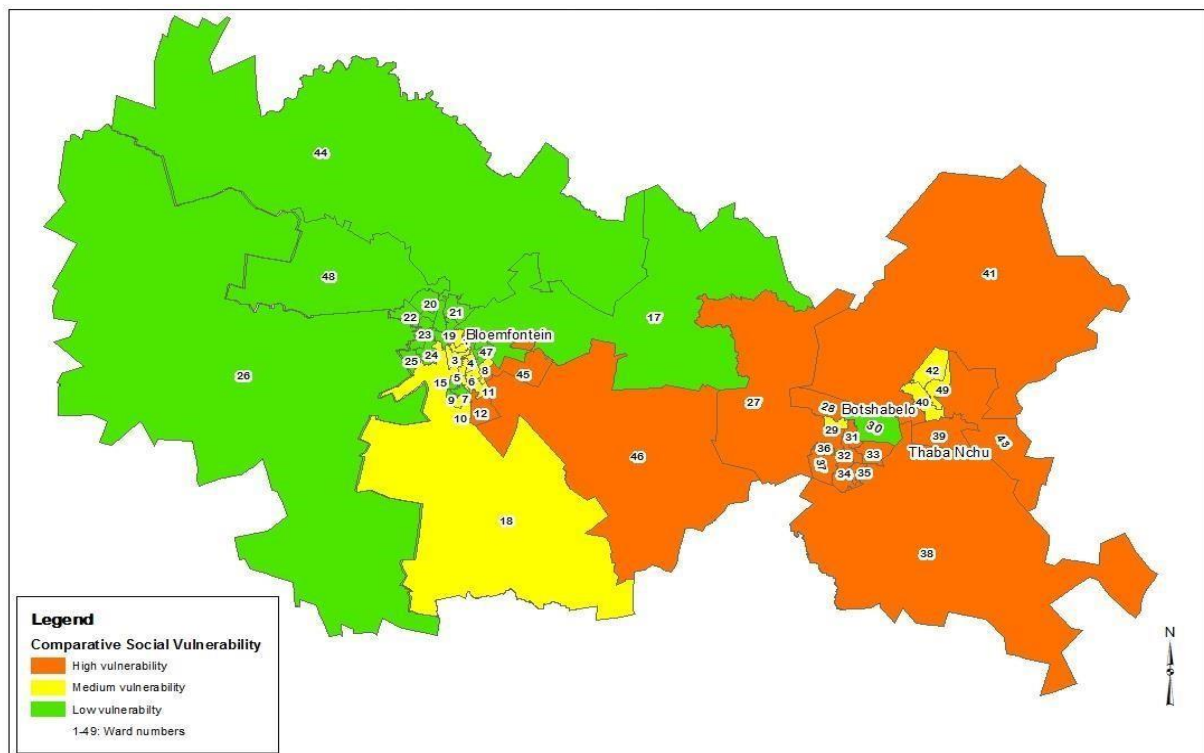


Map 15 : Mangaung Drought Risk Layout (Source: The Council for Scientific and Industrial Research)

Social Vulnerability in Mangaung : The vulnerability of both economic and social sectors in the municipality to climate change, both the current climate and the projected climates based on the climate change projections are provided. For example, in terms of economic sectors, Agriculture is one of the most vulnerable sectors in MMM. It has been identified as the biggest consumer of surface water in the country, with at least 60% of the water being used for irrigation as well as a significant amount being sourced from ground water resources. This dependence on water represents an insurmountable amount of vulnerability for all agricultural related activities.

In terms of social Vulnerability, the following wards highlighted are highly vulnerable: 12, 27, 31 – 34, 36 – 39, 41, 45, 46. The wards are highlighted with the orange colour in the map (Figure 0.3) and are mainly located in the south – eastern corner of the municipality, in and around Botshabelo and Thaba Nchu. These wards are characterised by high economic dependency, poor access to transport, poor access to information and physiological factors. Some and not all are also affected by high unemployment, poverty and access to water. Of these wards, ward 27 emerges as one of the most highly vulnerable, showing high ranking

in type of housing (informal settlements), poverty, unemployment, education, access to water and economic dependency.



Map 16 : Comparative Social Vulnerability

The following wards are highlighted as having medium vulnerability: 1, 3 – 4, 6, 8, 10, 15, 18, 29, 40, 42 and 49. This category has the least number of wards, and these are mainly located in the centre of the municipality including Bloemfontein. The following wards are classified as having low vulnerability: 4, 5, 7, 9, 20 – 26, 44 and 48. These wards are mainly located to the west of the municipality, in the mainly agricultural areas. These wards are characterised by low population or household densities, low economic dependency, low poverty rates and low unemployment, while having better access to transport and information as well as better access to water.

Mangaung Metropolitan Municipality is susceptible to a myriad of extreme climate events and its location on the Highveld makes it vulnerable to particular types of risk which heightens its exposure, and the exposure of its poorer populations. While the determined extreme events are related, i.e. variation in temperature, variation in rainfall and extreme events, Mangaung faces other disasters that are not naturally based. A detailed study on disasters in the metropolitan municipality highlights the types of extreme events associated with hydro-meteorological factors. These were identified through a stakeholder process and the events as well as the areas affected are represented in below:

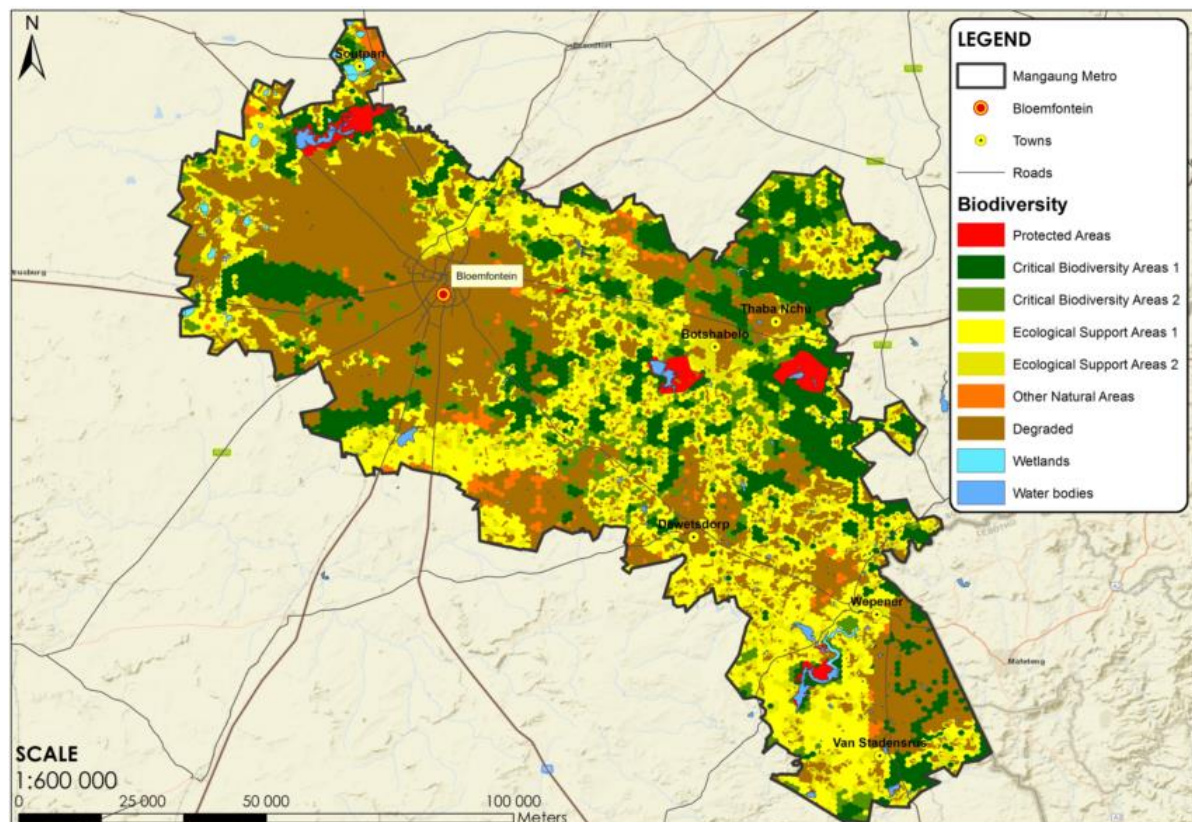
Hazard	Affected Area
Severe storms	The whole area, Wards 41, 38, 42, 27, 36, 17, 46, 18, 6, 44, Grass Lands, Sections F, H, G, J, K N T in Botshabelo, trust lands, Marago, Mokoena in Thaba Nchu, Mafora, Phase 6 and 9, Caleb Motshabi, Khayelitsha, MK Squire, Northern Suburbs of Bloemfontein (Trees)
Floods	Ward 27, Roodewal, Modder River, Klein Modder River, Bloemspruit, Renosterspruit, Bloudam, Tierpoort, Khayelitsha, Cannals
Drought	Whole area, Ward 38 and 41, Bloudam, Tierpoort, Bainsvlei, Kwaggafontein
Snow	Whole Area
Cold spells	Whole Area

Table 17: Types of hazard events and the areas affected in Mangaung

The link to the Council approved climate change adaptation and mitigation strategy is:

<http://www.mangaung.co.za/wp-content/uploads/2019/05/5-Council-59.1-IDP-2019-2020-ANNEXURE-C-Climate-Change-Adaptation-Mitigation-Strategy.pdf>

The map below shows that a large portion of Mangaung is degraded, especially the areas surrounding Bloemfontein and the other rural towns, however, a large portion is also classified as Ecological Support Areas and Critical Biodiversity Areas. Furthermore, 4 (four) regions are classified as protected areas which are all nature reserves surrounding water bodies. Cognisance of these critical areas should be taken when considering Strategically Located Rural Land.



Map 17 : Mangaung Biodiversity (Source: FS DESTEA)

Mangaung's Environmental Management Unit, in collaboration with the South African National Biodiversity Institute (SANBI) as well as the Department of Economic, Small Business Development, Tourism and Environmental Affairs (DESTEA), is also in the process of compiling a municipal biodiversity plan.

8 Mangaung Public Transport

B 8. 1 Movement Network and Hierarchy

Road Network : Mangaung Metropolitan Municipality holds a comprehensive road network comprising a number of national, provincial and secondary roads, several railway lines, the Mangaung Airport and several smaller airfields. The major roads serving the Mangaung Metropolitan Municipality include the following:

- National Route N1 linking to Cape Town to the south and Johannesburg, Musina and Zimbabwe towards the north;
- National Route N8 extending from Uptington and Kimberley eastwards past Bloemfontein, Botshabelo and Thaba Nchu and up to Maseru in Lesotho;
- National Route N6 from Bloemfontein south-eastwards towards Queenstown and East London in the Eastern Cape;
- Provincial Road R702 from Bloemfontein to Dewetsdorp and Wepener;
- Provincial Road R64 from Bloemfontein to Dealesville and Boshof;
- Provincial Road R700 from Bloemfontein to Hoopstad and Bloemhof;
- Provincial Road R706 from Bloemfontein to Jagersfontein;
- Provincial Road R30 from Bloemfontein to Welkom/Odendaalsrus;
- Provincial Road R26 runs parallel to the east of the Lesotho border linking Wepener to Hobhouse and Ladybrand to the north and to Zastron to the south.

The eastern section of Route N8 from Bloemfontein to Thaba Nchu forms part of two Strategic Infrastructure Projects (SIPs):

- SIP6: Construction of Thaba Nchu Public Transport Route, and
- SIP7: N8 Development Corridor.

Movement Pattern		
Primary	municipal	<ul style="list-style-type: none">○ South-eastern areas of Bloemfontein (highest density residential) to Bloemfontein CBD (30% of MMM jobs provided in CBD)○ Botshabelo and Thaba Nchu to Bloemfontein CBD
movements:		

Secondary Movements:	<ul style="list-style-type: none"> ○ From/to Bloemfontein CBD to Bloemfontein Suburbs ○ From/to Botshabelo suburbs to Botshabelo CBD and industrial area ○ From/to Thaba Nchu suburbs to Thaba Nchu CBD and industrial area
Minor movements:	<ul style="list-style-type: none"> ○ Within suburbs and from suburbs towards primary and secondary movements and diagonal to primary and secondary movements. Direct movement between secondary nodes, which do not travel via CBD's.

Table 18: Movement types in Mangaung

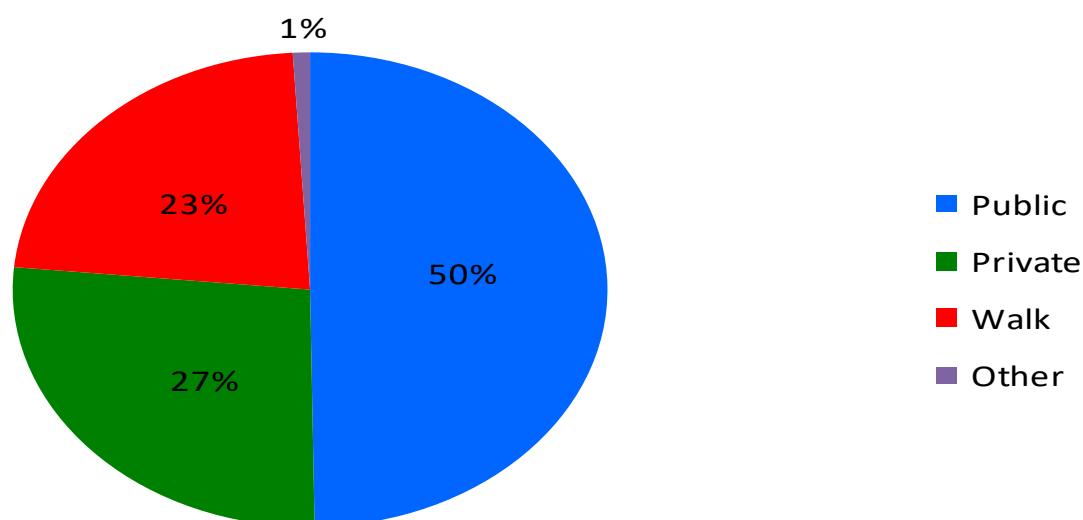


Figure 23: Mode of transport split in the Mangaung Municipality – all trips

The majority of trips are made by public transport and the split between walk and private vehicles are nearly equal. This emphasises the importance of the provision of public transport and non-motorised services and facilities. 47% of work trips are made by public transport. Characteristics per area are:

Area	Characteristic
Thaba Nchu	<ul style="list-style-type: none"> • 81% of work trips made by public transport • 37% of work trips end at destinations external to Thaba Nchu • 40% of all work trips mean travel time is +45 minutes
Botshabelo:	<ul style="list-style-type: none"> • 72% work trips made by public transport • 48% of work trips end at destinations external to Botshabelo

	<ul style="list-style-type: none"> • 40% of all work trips mean travel time is + 45 minutes
Bloemfontein:	<ul style="list-style-type: none"> • 63% work trips made by public transport • 59% of trips end in destinations external to Mangaung • 22% of work trips - mean travel time is + 45 minutes
NB: Education Trips – 37,5% of educational trips are walked all the way trips; and 54% education trips are by public transport, school bus or lift clubs.	

Table 19 : Public Transport per area

1.1.1. Public Transport Supply

The existing service providers comprise of minibus taxi-, subsidised bus and metered taxi services. The services provided are:

PT Supply	Service level
Mini- and midi-bus services:	<ul style="list-style-type: none"> • Taxi services run from 05:00 – 19:30, • The average waiting time of a passenger at ranks during the morning peak period varies between 10–20 minutes; and during the PM peak period between 4–6 minutes.
Subsidized bus services:	<ul style="list-style-type: none"> • Bus services run from 03:30 – 23:30, • The average service frequency from Central Park and Hoffman Square during the morning peak period is 25-30 minutes. • The highest services frequency during the morning peak period is 8 minutes
Commuter rail services:	<ul style="list-style-type: none"> • Long-distance commuter rail services are provided in the Mangaung Metropolitan Municipality Areas. • The Johannesburg-Cape Town freight and passenger line running along Route N1. • The Kimberley-Maseru freight line running east-west along Route N8 of which the section between Bloemfontein and Maseru forms part of SIP17. • The Bloemfontein-Wepener line which links southwards towards the Eastern Cape. (Not operational anymore). • No local rail passenger services are provided
Air Transport Services	<ul style="list-style-type: none"> • The Bram Fischer International Airport is the primary airport in the Mangaung Metropolitan Municipality (and Free State Province)

	<p>while a few smaller airfields exist throughout the remainder of the municipal area</p> <ul style="list-style-type: none"> • from where flights are directed to Johannesburg, Durban, Cape Town, George, and Sishen. • The Tempe airport base, just west of Bloemfontein, also provides MMM with flight services. The regional airport at Thaba Nchu is no longer operational. • The SA National Airforce Base Bloemspruit shares the runways with the Bram Fischer International Airport and is located to the south-east of the runway section
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Table 20 : Public transport supply

B8.2 MMM Integrated Public Transport Network

B. 8.2.1 Citywide IPTN Implementation Plan (20-YEAR)

The objectives of the IPTN Plan are to provide an affordable, long term financial sustainable service which is convenient to users and accessible to 85% of the population by 2036. To this end various system scenarios were evaluated through an options analysis process to identify the most feasible business-, operational models for implementation and still provides a service that is at an acceptable level of service to the users.

For the analysis process the city was categorised into functional public transport corridors derived from the status quo analysis of current travel patterns and existing land use developments. The functional public transport corridors formed the geographic basis for the options analysis and the development of the implementation plan and program.

Several operational and capital implementation models were evaluated, through an options analysis process and resulted in the adoption of a phased implementation strategy for the IPTN. A concept of operations was developed that support this strategy and guide the development of the implementation plan and program.

The implementation plan provides the phasing and implementation sequence of the functional public transport corridors based on the concept of operations and implementation strategies. The implementation plan has a direct impact on capital-, operating- and transitional costs per annum. These costs need to be aligned with the expected revenue and other funding sources to determine if the implementation sequence and implementation plan are feasible and long

term sustainable. The alignment of cost with funding and revenue resulted in the finalisation of the phasing of the network and implementation sequencing of the IPTN.

The metropolitan area of Mangaung comprises of four distinct public transport service areas:

- Bloemfontein
- Botshabelo
- Thaba Nchu; and
- The rural areas to the north and south of the above-mentioned service areas.

Within these service areas and between these service areas functional public transport corridors were defined. These corridors formed the base for the development of the IPTN, options analysis process and the phasing of the IPTN during the development of the implementation plan. The defined corridors per service area are:

Transport Service Area	Transport Corridors
Bloemfontein	<ul style="list-style-type: none"> • Bloemfontein CBD – Brandwag Corridor - From Hoffman Square to Brandwag, UFS, Westdene and Tempe (distribution routes 5 – 7 km, one direction travel distance). • Bloemfontein CBD – Estiore, Airport, Waaihoek corridor - From Hoffman Square to Estiore, Airport via Waaihoek (distribution routes 7 – 14 km, one direction travel distance). • Bloemfontein CBD – Hyperama corridor - From Hoffman Square to Fichardt Park, Fleurdal, Fauna, Lourierpark, Pellissier (distribution routes 7 – 14 km, one direction travel distance). • Bloemfontein CBD – Universitas corridor - From Hoffman Square to Universitas, Langenhoven Park, Quggafontein (Makro), Willows, Dan Pienaar, Bayswater, Northridge Mall (distribution routes 7 – 14 km, one direction travel distance). • Maphisa/Moshoeshoe/Chief Moroka corridor - From Hoffman Square to Batho, Phahameng, Rocklands (main corridor 10 km with feeders 2 – 7 km, one direction travel distance). • OR Tambo corridor - From Hoffman Square to Elrichpark, Hamilton, VET college, Bloemanda, JB Mafora (main corridor 10 km with feeders 2 – 7 km, one direction travel distance). • Dr Belcher Road corridor - From Hoffman Square to Namibia, Oos-Einde, Freedom Square, Bloemside Phase 2, Turflaagte. (main corridor 13 km with feeders 2 – 7 km, one direction travel distance); and

Transport Area	Service	Transport Corridors
		<ul style="list-style-type: none"> Meadows Road corridor - From Hoffman Square to Twin City Mall, Bloemside, Heidedal, Grasslands, Sonskyn, Rondenbeck (main corridor 13 km with feeders 2 – 7 km, one direction travel distance).
Botshabelo		<ul style="list-style-type: none"> From Blue Rank to Bloemfontein CBD - Hoffman Square (60 km one direction travel distance); From Blue Rank to Thaba Nchu (20 km one direction travel distance); From Blue Rank to all Botshabelo Sections (6 – 17 km one direction travel distance).
Thaba Nchu		<ul style="list-style-type: none"> Thaba Nchu main rank (Van Riebeeck Street) to Bloemfontein CBD (70 km one direction travel distance); Thaba Nchu main rank (Van Riebeeck Street) to Botshabelo (20 km one direction travel distance); Thaba Nchu main rank (Van Riebeeck Street) to Bultfontein Ext, Mokwena, Seroalo, Ratau (6 – 12 km one direction travel distance)
Rural		<ul style="list-style-type: none"> Thaba Nchu main rank (Van Riebeeck Street) to settlements north and south of Thaba Nchu Bloemfontein CBD to Soutpan (>70 km one direction travel distance).

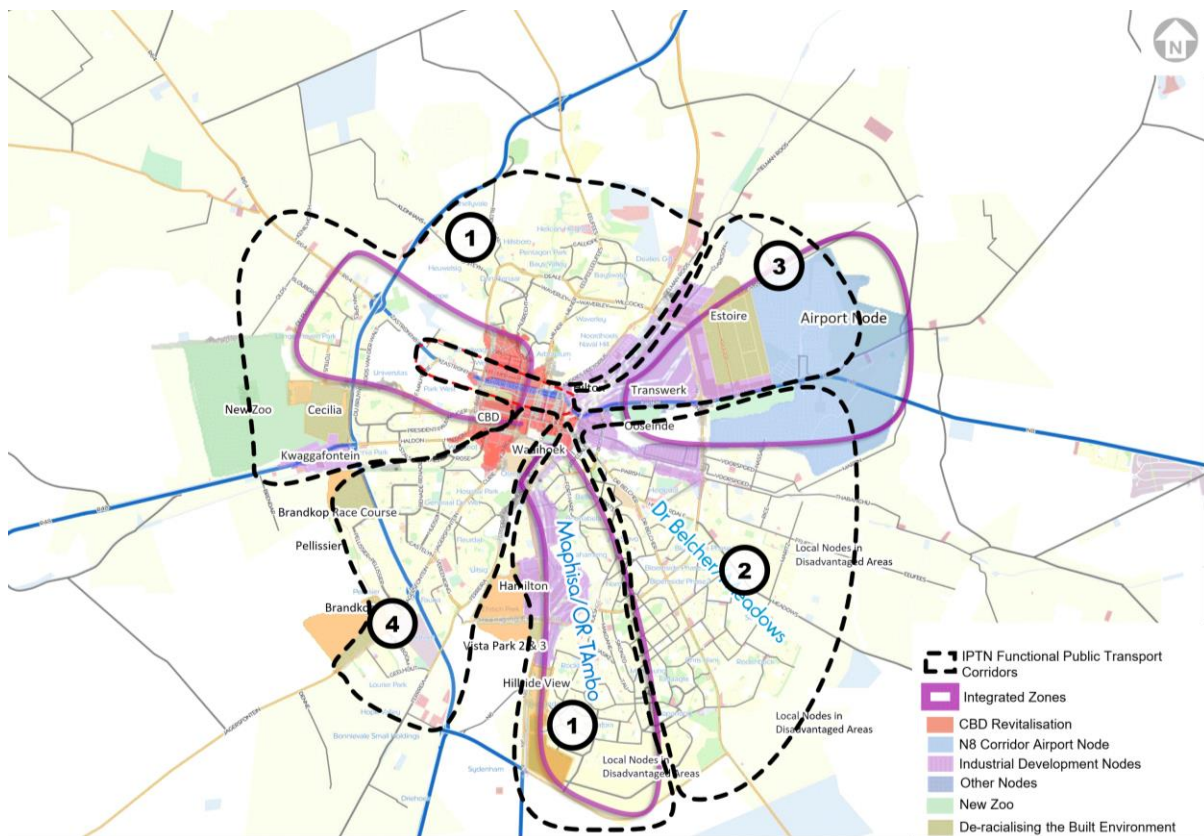
Table 21: Public transport corridors per area

The phasing of network is incremental in approach and start with the most densely populated routes. Given this objective the phasing of the system will incrementally roll-out to areas with a focus on areas:

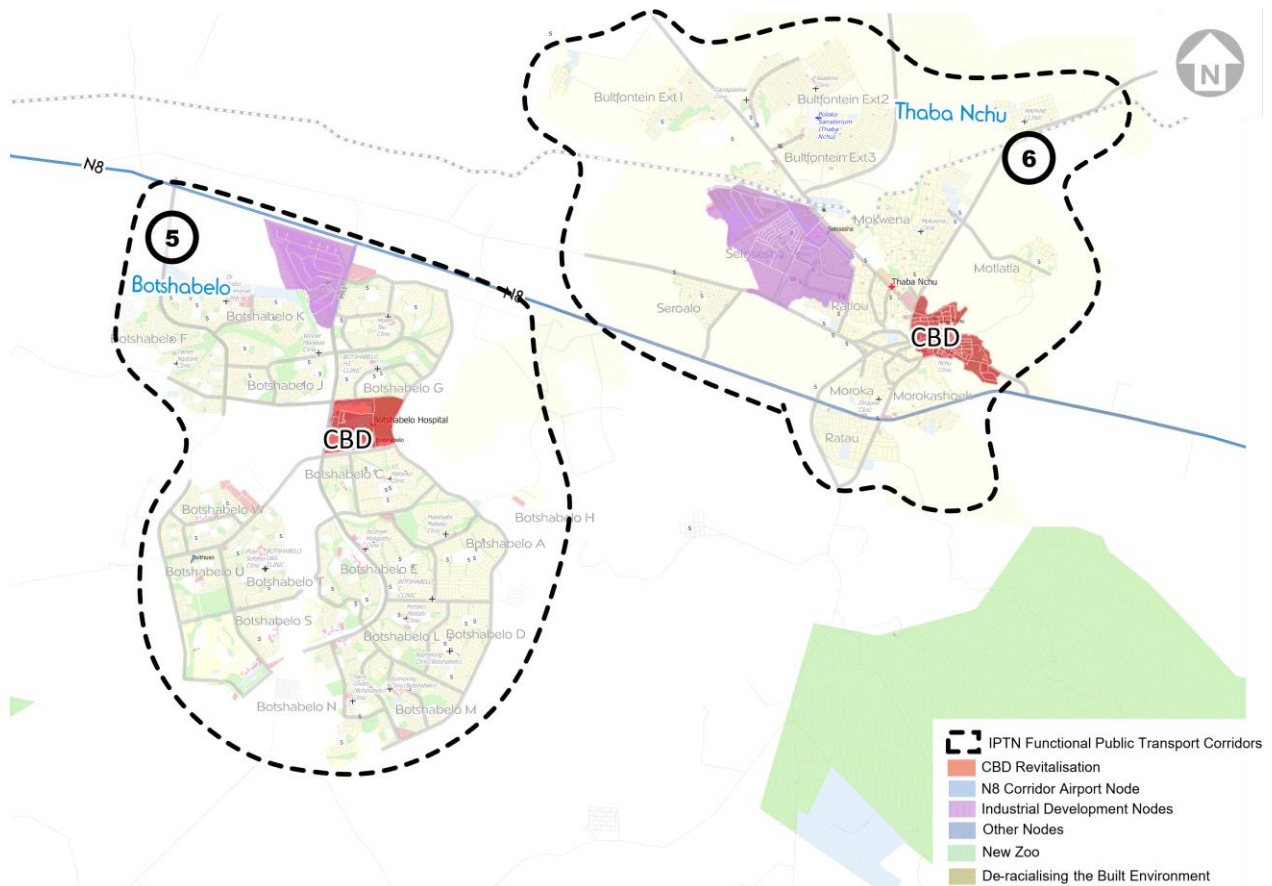
- Within BEPP identified integration zones and under serviced communities (first priority),
- With the highest population density. Higher population density leads to high demand and can result in lucrative routes;
- With mixed land use character – provide employment and residential activities. This land-use mix may result in bi-directional travel and not one-directional in peak periods of the day
- Where other residential densification initiatives already occurring followed by planned areas for densification.
- Which are serviced by one or two existing public transport service providers and where the rationalisation of these operators ensure that the corridor is cleared of all exiting public

transport service providers and thus minimise competition between new and existing services within a corridor.

Taking these guiding principles into account the functional public transport corridors were qualitatively evaluated and divided into six (6) implementation phases. This phasing will enhance grant allocation in the city through implementation in high population density areas and streamlining implementation to align with existing public transport operators service areas and thus minimise competition between the new and existing services. For each of the corridors detailed routes and services were design and the required infrastructure to facilitate these services were design and sized. The sizing principles are presented as part of the concept of operations. The IPT network and facilities at full implementation stage are presented below.



Map 18 : IPTN Corridor Implementation Phasing – Bloemfontein Phasing - Bloemfontein



Map 19 :IPTN Corridor Implementation Phasing – Botshabelo and Thaba Nchu

Functional Public transport corridor	Description	% of total MMM Population in Corridor	% of total MMM Jobs in corridor	Predominate land use	BEPP Integratio n Zone	Restructuring Objectives and Strategy	To minimise competition rationalise with	Phase
Maphisa/ Moshoeshoe/Chief Moroka	From Hoffman Square to Batho, Phahameng, Rocklands	11.63%	6.88%	High Density social housing, Industrial, Residential	Yes	Yes	OR Tambo	1
OR Tambo	From Hoffman Square to Elrichpark, Hamilton, VET college, Bloemanda, JB Mafora	7.75%	5.49%	High Density social housing, Industrial, Residential	Yes	Yes - Waaihoek	Maphisa /Moshoeshoe	1
Dr Belcher	From Hoffman Square to Namibia, Oos-Einde, Freedom Square, Bloemside Phase 2, Turflaagte.	21.81%	6.48%	Industrial, Residential, under serviced areas,, marginalised area	Yes	No	Meadows	2
Meadows	From Hoffman Square to Twin City Mall, Bloemside, Heidedal, Grasslands, Sonskyn, Rodenbeck	5.22%	2.40%	High density Residential, under serviced areas, marganalised area	Yes	No	Dr Belcher	2
CBD - Brandwag	From Hoffman Square to Brandwag, UFS, Westdene and Tempe	1.25%	25.20%	High density housing	Partially	Yes	Universitas/ Langenhoven Park	1
CBD - Universitas, Langenhoven Park	From Hoffman Square to Universitas, Langenhoven Park, Quggafontein (Makro), Willows, Dan Pienaar, Bayswater, Northridge Mall	7.67%	18.83%	High density, student housing and low density areas	Partially	Yes	Brandwag	1
CBD - Airport/ Estiore	From Hoffman Square to Estiore, Airport via Waaihoek	0.45%	5.63%	Low Density residential	Yes	Yes – Airport Node		3
CBD - Hyperama	From Hoffman Square to Fichardt Park, Fleurdal, Fauna, Lourierpark, Pellissier	5.18%	7.43%	Low Density residential	No	Yes		4
Botshabelo	From Hoffman Square to Botshabelo, Botshabelo to Thaba Nchu	21.95%	7.67%	Industrial, Low density residential	Yes	Yes		5
Thaba Nchu	From Hoffman Square to Thaba Nchu, Thaba Nchu to Botshabelo	9.04%	5.69%	Industrial, Low density residential	Tes	Yes		6

Table 22 : IPTN Corridor Phasing

In terms of roadway and routes designs and construction the approach is to commence with mixed traffic and first implement queue jumping lanes, dedicated lanes in peak periods and other methods to provide priority for vehicles part of the system. Once passenger demand increases along feeders and complementary routes the implementation of a trunk route can be considered to ensure acceptable journey times. Stations will be implemented along trunk routes and stops to be implemented along complementary and feeder routes. The stations provide more waiting area and provide mechanisms that enable quicker boarding and alighting (pre-validation).

The Bus depot will be constructed for purposes of providing shelter and maintenance of buses and will be developed in phases linked to budget availability. The Intelligent Transport System (ITS) will be designed in such a manner that it can be developed over time whereby as fleet and passenger numbers increase - the sophistication of the system will be increased to accommodate passenger demand.

The approved network phasing is reflected below:

- **Phase 1 route** which starts at Chief Moroka Crescent (Rocklands) travels along Maphisa Rd and terminates within the CBD which consists of two separate complementary routes.
- **Phase 2 route** which starts at Heidedal / Freedom Square / Chris Hani suburbs, and operates along Dr Belcher Road toward Fort Hare, terminating within the CBD. Phase 2 is only planned for implementation after Phase 1 has been completed and is fully operational. This is necessary due to the partial buyout of the Taxi industry and limited funding. The implementation timelines are estimated as July 2021.

The key system features include the following system characteristics:

- *Extensive NMT infrastructure plans (walkways and cycle paths),*
- *6 Access controlled stations (Phases 1 and 2),*
- *Numerous uncontrolled access stations,*
- *Numerous Bus stops,*
- *Improving accessibility to include Inter-Modal facility to incorporate Taxi's and IPTN buses*
- *Limited roadway and busway improvements*
- *Resurfacing of existing roads (trunk & complementaries)*
- *Road furniture,*

- *Provision of a Bus Depot to house approximate 300 buses (includes future phasing),*
- *Intersection upgrades and improvements,*
- *Communication, ticketing and CCTV infrastructure provision,*
- *Traffic Control measures and improvements, etc.*

The planning of the IPTN includes an extensive NMT programme for all three (3) phases of the Ops Plan. NMT projects have not only been identified for areas surrounding the IPTN phases but also includes areas which only forms part of future phases such as Thaba Nchu and Botshabelo. Both the aforementioned areas are currently serviced by provincially contracted (subsidised) bus services (IBL). These bus services operate between the CBD of Bloemfontein and the Thaba Ncu and Botshabelo areas. It is however important to make adequate provision for NMT facilities in these areas because commuters walk to taxi and bus facilities to access public transport going to the city. The NMT programme already commences with the implementation of Phase 1 but subsequently has a long-term implementation plan across all future Phases and mainly to continuously improve this mode (walking) of transport.

The Phase 1 and 2 of the IPTN System and its infrastructure elements are described in more detail in below:

Routes inclusive to Phase 2	Complementary Routes 1 and 6, Route 13 (Trunk Dr Belcher) Complementary Routes 12, 13 and 15
Stations (Controlled Access)	2 stations (2 per location)
Stations (Un-Controlled Access)	8 Stations (2 per location)
Stops (complementary route)	32 Stops (2 per location)
Service Type	Mixed Traffic lanes (no dedicated lanes)
Infrastructure Distance (km)	5,1 km (Trunk route) 421.2 km Complementary Routes
Infrastructure Cost Estimates (R)	± R 120 mil

Routes inclusive to Phase 1	CBD Complementary 1, CBD Complementary 2, Trunk Routes 1 & 2 and Complementary Route 1	
Stations (Controlled Access)	4 stations (2 per location)	
Stations (Un-Controlled Access)	18 Stations (2 per location)	
Stops (CBD)	16 Stations (2 per location)	
Stops (complementary routes)	3 Stops (1 per location) - Crescent 14 Stops (2 per location) – Comp Route 1	
Service Type	Mixed Traffic lanes (no dedicated lanes)	
Infrastructure Distance (km)	6.5 km Trunk Route 27.2 km Complementary Routes	
Descriptions	Phase 1	Phase 2
Description of Phases	CBD Complementary 1, CBD Complementary 2, Trunk Routes 1 & 2 and Complementary Route 1	Complementary Routes 1 and 6, Route 13 (Trunk Dr Belcher), Complementary Routes 12, 13 and 15
Stations (Controlled Access)	4 stations (2 per location)	2 stations (2 per location)
Stations (Un-Controlled Access)	18 Stations (2 per location)	8 Stations (2 per location)
Stops (CBD)	16 Stations (2 per location)	
Stops (complementary route)	3 Stops (1 per location) - Crescent 14 Stops (2 per location) – Comp Route 1	24 Stops (2 per location)
Service Type	Mixed Traffic lanes (no dedicated lanes)	Mixed Traffic lanes (no dedicated lanes)
Infrastructure Distance (km)	6.5 km Trunk Route 27.2 km Complementary Routes	5,1 km (Trunk route) 21.2 km Complementary Routes
Infrastructure Cost Estimates (R)	± R 240 mil	± R 120 mil
Go –live	July 2019	July 2020

Table 23: IPTN Phase 1 and 2

The table below provides a breakdown of the completed infrastructure elements per phase.

PROJECT NAME	LENGTH/ QUANTITY (KM)	STATUS
Park Road_Non Motorized Transport	2,55	Completed & Capitalized
King Edward Road_Non Motorized Transport	2,55	Completed & Capitalized
Victoria Road_Non Motorized Transport	2,50	Completed & Capitalized

Ella Street_Non Motorized Transport	0,80	Completed & Capitalized
Harvey Road_Non Motorized Transport	3,00	Completed & Capitalized
Maphisa Road_Non Motorized Transport	2,50	Completed & Capitalized
Botshabelo_Non Motorized Transport	2,60	Completed & Capitalized
Thaba Nchu_Non Motorized Transport	3,00	Completed & Capitalized
TOTAL KM's of NMT	19,50	

Table 24: Completed NMT projects

PROJECT NAME	LENGTH/ QUANTITY	STATUS
Harvey Road_Trunk Route	1,50	Completed & Capitalized
Maphisa_Trunk Route	1,25	Completed & Capitalized
TOTAL KM's of TRUNK ROUTE	2,75	Completed

Table 25 : Completed Trunk routes (2018/19)

PROJECT NAME	QTY	ESTIMATED PROJECT BUDGET	STATUS
Forthare Trunk Route Contract 1	1,5 km	R 64 196 771,67	Construction Stage
Forthare Trunk Route Contract 2	1,1 km	R 34 684 946,07	Construction Stage
Moshoeshoe Trunk Route Contract 1	2,2 km	R 73 501 739,14	Construction Stage
Moshoeshoe Trunk Route Contract 2	1,1 km	R 37 044 039,43	Construction Stage
Chief Moroka Crescent Trunk Route	2,6 km	R 44 000 000,00	Construction Stage
IPTN Phase 1B Trunk Route (OR Tambo)	3,0 km	TBC	Design Stage
IPTN Bus Depot_Civil Works		R 46 000 000,00	Construction Stage
IPTN Bus Depot_Building Works		R 190 000 000,00	Design Stage

Table 26: IPTN construction infrastructure projects (2019/20)

MTREF (2020-21) Infrastructure Allocations for IPTN			
DETAIL OF EXPENDITURE	2020/2021	2021/2022	2022/2023
BOTSHABELO PHASE 2 - NMT	4 000 000	7 500 000	
THABA-NCHU PHASE 2 - NMT	3 500 000	6 500 000	-
BLOEMFONTEIN PHASE 2 - NMT	2 000 000	10 000 000	
FORTHARE TRUNK ROUTE - PART A	8 500 000	-	
FORTHARE TRUNK ROUTE - PART B	5 000 000	-	-
MOSHOESHOE TRUNK ROUTE - PART A	3 500 000	-	-
MOSHOESHOE TRUNK ROUTE - PART B	5 000 000	-	-
CHIEF MOROKA CRESCENT TRUNK ROUTE	3 500 000	-	-
IPTN PHASE 1B TRUNK ROUTE (OR TAMBO ROAD)		20 000 000	20 000 000
IPTN BUS DEPOT - CIVIL WORKS	9 525 000	-	-

IPTN BUS DEPOT - BUILDING WORKS	1 000 000	34 500 000	41 360 924
IPTN TRANSFER FACILITIES	20 000 000	5 750 000	-
OPEN BUS STATIONS (BUS STOP WITH SHELTER)	2 500 000	1 250 000	7 000 000
BUS STOPS (WITH POLES)	1 010 000	1 000 000	-
IPTN CONTROL CENTRE	-	-	5 000 000
INTELLIGENT TRANSPORT SYSTEM	4 650 000	4 975 500	5 301 000
IPTN PHASE 2 - TRUNK ROUTE (DR. BELCHER)	-	1 000 000	20 000 000
IPTN: Capital Expenses - Industry Transformation	63 641 292	48 760 619	20 000 000
IPTN: Capital Expenses - indirect operating expenditure	25 800 000	43 087 156	58 697 156
TOTAL	163 126 292	184 323 275	177 359 080

Table 27 : MTREF (2020-21) Infrastructure Allocations for IPTN

B. 8.2.2 IPTN Starter Services

The *Hauweng* service is being implemented to serve the various communities of the City by transforming the existing public transport services through the provision of an integrated, high-quality, safe and affordable public transport system. Therefore, the objective of the *Hauweng* service is to incrementally transform the existing public transport services to a multi-modal, integrated, high-quality, affordable, universally accessible, safe and reliable commuter service. To this end, the City has developed a citywide IPTN implementation plan that details the implementation of the integrated public transport network and system citywide within the next 20-years. This plan evaluated several scenarios that formed the basis for the detailed planning and economic feasibility of the Phase 1 implementation.

However, this plan had to be optimised to ensure an acceleration towards the operationalization of Phase 1 during the 2019/20 FY. To this end, the City had to evaluate the feasibility and readiness of various routes (part of Phase 1), ensuring acceleration of the implementation plan and activation of a Starter Services.

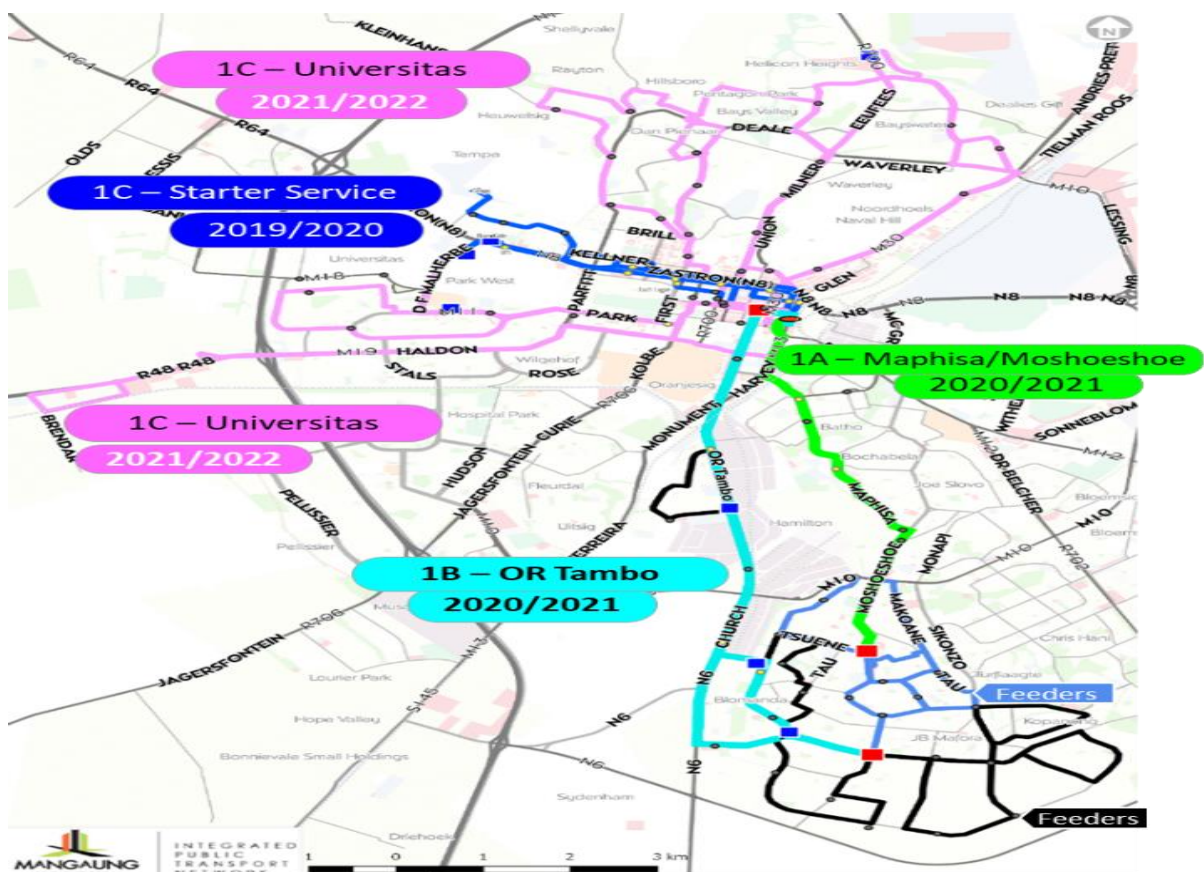
Therefore, and after an intense analysis of both the feasibility of the different Phase 1 routes and the readiness of infrastructure, this document was prepared to give details to the various elements of the accelerated implementation plan for Phase 1 and the selected Starter Service focusing on the implementation phasing of the Phase 1 routes, infrastructure readiness, business models, operational readiness, industry transformation and financial implications.

1 Implementation of IPTN Starter Services

The citywide Hauweng system will be incrementally implemented in 6 phases. Phase 1 of the Hauweng system extent from JB Mafora, Ipopeng, Rocklands, Hamilton, Batho and Elrichpark to Hoffman Square and complementary routes from Hoffman Square to the northern suburbs of Bloemfontein, Brandwag, Tempe and Universitas.

Phase 1 is divided into three operational corridors namely:

- Phase 1A – Maphisa/Moshoeshoe corridor;
- Phase 1B – OR Tambo corridor; and
- Phase 1C – Brandwag (Nelson Mandela/Zastron) and Universitas (Bloemfontein northern suburbs and Universitas areas) corridor.



Map 20 : Hauweng Phase 1 Implementation Stages

The implementation and phasing of Phase 1 of Hauweng routes and services is based on financial feasibility, operational areas of existing public transport service providers and the

readiness of infrastructure. The Starter Service comprises of the Brandwag corridor part of Phase 1C referred to as Phase 1C (Brandwag) Starter Service.

The geographic extent of Phase 1C (Brandwag) Starter Service in relation to the full Phase 1 implementation and anticipated stages and implementation years are presented in **Error! Reference source not found..** Phase 1A (Maphisa/Moshoeshoe) and Phase 1B (OR Tambo) are envisaged to be operational during 2020/21 and the remainder of Phase 1C (Universitas) during 2021/22. The starter service will provide services to municipal offices, general office, retail, medical and educational developments in Bloemfontein CBD. The main destinations in the CBD are UFS, Mimosa Mall, Bloemgate Shopping centre, high density residential development in the Brandwag area, Medi-clinic and several hotels and lodges.

The Starter Service Phase 1C (Brandwag) comprise of three individual routes that start at Hoffman Square with a service area extent along Nelson Mandela Drive and Zastron Road to the UFS, Tempe and Brandwag area. The services area extent 1.2km north and south of the mentioned roads.

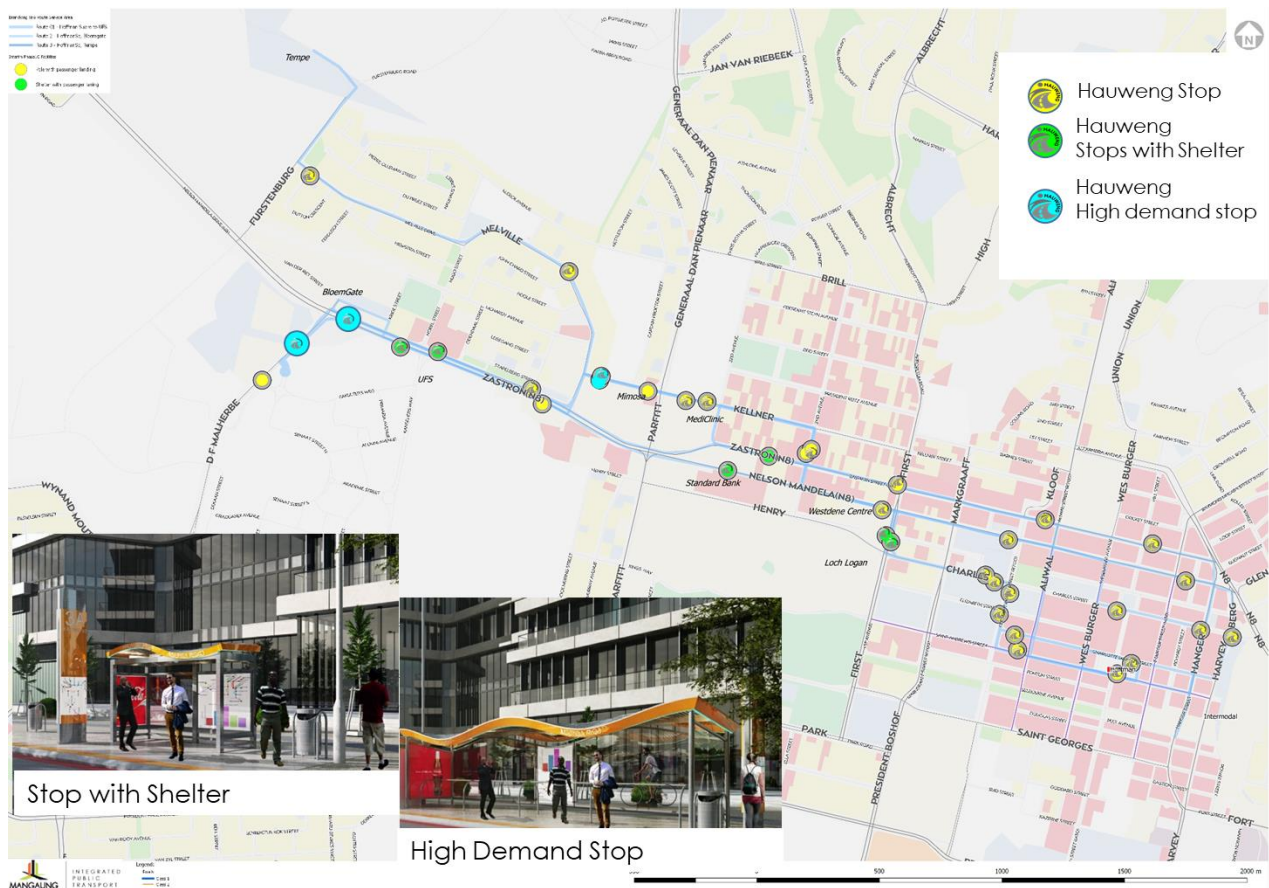


Figure 24 : IPTN proposed Bus Stops and Stations

The implementation of the Starter Services requires eight (8) bus shelters and twenty-eight (28) temporary bus stop. The temporary bus stop poles and the bus shelters will be designed, manufactured and ready for installation by August 2019. The implementation process is as follows:

- Install temporary bus stop poles to demarcate stops. These will consist of lifting lugs and will be moveable.
- Monitor the positions where temporary bus stop poles are installed. When the passenger numbers become significant and warrant a bus shelter, a bus shelter will be installed.
- The bus shelter will be designed such that it may be moved if it is no longer required in the installed position.

There is insufficient time to complete all the necessary non-motorised transport (NMT) improvements prior to the commencement of the Starter Service, and, as a result, the NMT facility improvements required for Universal Access (UA) compliance will be implemented whilst the *Hauweng* system is operational.

Phase 1A (Maphisa Trunk) corridor upgrades will be completed during the 2019/20 financial year and Phase 1B (OR Tambo) upgrades will be completed during the 2020/21 financial year.

Hoffman Square will be the only transfer facility required for the Starter Service. A temporary “container-type” office at Hoffman Square will be required for the staff to operate from. These offices should have ablution and kitchen facilities as the operating hours will be from 04h30 to 21h30 daily. Existing mini-bus services and subsidised bus services shall utilise Hoffman Square per existing loading bays provided.

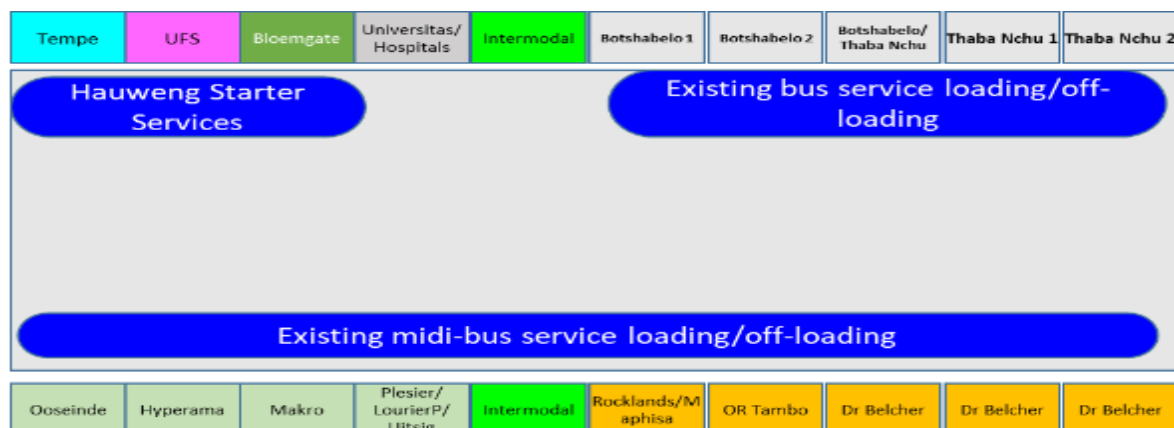


Figure 25 : Hoffman Square – Transfer Facility

The purpose of the section is to provide a high-level overview of the operational requirements for the Hauweng starter services Phase 1C -Brandwag, and the following shall be discussed:

- Proposed route descriptions;
- Concept of Operations; and
 - Fleet requirements;
 - Service schedules;
 - Driver requirements; and
 - Passenger information and facilities;
- Risks.



Figure 26 : Hauweng Starter Service Routes

Route 1 – CBD (Hoffman Square) to University of Free State (Gate 5) and return : Depart in a westerly direction along Charlotte Maxeke Street from Hoffman Square to the University of the Free State. Proceed along Charlotte Maxeke Street to the intersection with President Brand Street and turn right into President Brand Street, proceed to the intersection with Charles Street and turn left into Charles Street. Proceed along Charles Street to 1st Avenue and turn

right into 1st Avenue to the junction with Nelson Mandela Drive and turn left into Nelson Mandela Drive to the junction with 2nd Avenue and turn right into 2nd Avenue, turn left into Kellner Street and proceed to Melville Drive and turn left into Melville Drive and proceed to Nelson Mandela Drive again and turn right into Nelson Mandela Drive, proceed to DF Malan Drive at proceed to the terminal point at the University of the Free State at Gate 5.

On the return journey follow the same route departing from Gate 5 of the University of the Free State but when approaching Hoffman Square turn into President Brand Street and then into St. Andrews Street and then left into Groenendal Street and again left into Charlotte Maxeke Street to the starting point at Hoffman Square.

Route 2 – CBD (Hoffman Square) to Bloemgate Shopping Centre and return : Depart in a westerly direction along Charlette Maxeke Street from Hoffman Square to Bloemgate Shopping Centre. Proceed along Charlotte Maxeke to the intersection with Aliwal Street and turn right into Aliwal Street and proceed along Aliwal Street to Nelson Mandela drive and then turn left into Nelson Mandela Drive and proceed to Krige Street and turn right into Krige Street, proceed to Van Der Riet Street and turn left into Van Der Riet Street and then again left into DF Malherbe Avenue to end point.

On the return journey follow DF Malherbe Avenue to Nelson Mandela Drive and turn left into Nelson Mandela Drive and proceed to Zastron Street and follow Zastron Street to Hanger Street and turn right into Hanger Street to Nelson Mandela Drive and turn right into Nelson Mandela Drive to Berg Road, follow Berg Road which becomes Harvey Road and then follow Harvey Road to Charlotte Maxeke Street and turn right to Hoffman Square to the terminus and starting point.

Route 3 – CBD (Hoffman Square) to Tempe (Gate) and return : Depart in a westerly direction along Charlette Maxeke Street from Hoffman Square to Tempe. Proceed along Charlotte Maxeke Street and the intersection with Aliwal Street and turn right into Aliwal Street. Proceed along Aliwal Street to the junction with Nelson Mandela Drive and turn left into Nelson Mandela Drive. Proceed along Nelson Mandela Drive and turn right into 2nd Avenue, follow 2nd Avenue to Kellner Street and turn left into Kellner Street and proceed along Kellner Street to the junction with Melville Drive and turn right into Melville Drive, proceed to Furstenburg Road and turn right into Furstenburg Road. Follow Furstenburg Road to the end in the Tempe Industrial precinct.

On the return route follow the same route to Hoffman Square but at the intersection with Kellner and 3rd Avenue, turn right into 3rd Avenue and proceed to Zastron Street and follow Zastron Street in an easterly direction to Aliwal Street and turn right into Zastron Street and proceed to St. Andrews Street and turn left into St. Andrews Street and proceed to Hangar

Street and turn left into Hangar Street to Charlotte Maxeke, turn left into Charlotte Maxeke to the

Transfer, Connection and Express services:

- Transfer and Connection with existing services:
- The intention is to connect to existing public transport services at Hoffman Square. This entail the diversion of minibus taxi routes from the vicinity of the intermodal to Hoffman Square to ensure effortless transfer between new and existing services.
- Express services are not recommended until Phase 1A and Phase1B are operationalised.
- Bus services shall operate in mixed traffic with stops and stations provided along the roads. Busses will load on the left side only

The table below provide the operational hours, peak and off-peak hours per weekday, weekend and public holidays.

	Operational Hours	Service Frequency
Week days	05:00 – 20:00	15-minute frequency peak hours 3 routes will alternate
		30-minute frequency off-peak hours
Saturdays	05:00 – 18:00	30-minute frequency - all day
Sunday/Public Holidays	06:00 – 15:00	60-minute frequency - all day

Table 28 : Hauweng Operational Hours

The MMM Fleet Maintenance facility shall be used as a temporary depot facility whilst the permanent depot is in the process of being constructed. The temporary depot position is presented in figure below.



Figure 27 : Location of Hauweng Temporary Depot

The fleet requirement per route are presented in Table, a total of 10 vehicles are required with a staff compliment of 27 drivers.

Route name	Peak bus requirement	Drivers required
Hoffman Square to UFs	3	8
Hoffman Square to Tempe	4	11
Hoffman Square to Bloemgate	3	8
Total	10	27

Table 28: Hauweng Fleet Requirements

B.9 Mangaung Integrated Human Settlements Plan

B9.1 Mangaung Housing Market

National Treasury City Support Programme supported Mangaung metro to undertake a residential property market study to enable the city to have a better and deeper understanding of the dynamics and operations of the local residential property market. The results of the study are being used by the city to review and refine the city strategies, policies and plans relating to integrated human settlements. The study indicates broadly that Mangaung's residential property market comprises 171 865 formally registered properties. This section of the document will briefly highlight some of the key observations and recommendations of the CHAF study.

Mangaung's property market is primarily affordable with 73% of properties worth less than R600 000. About one third of properties in the metro have been financed by the state as part of the national housing subsidy programme. While the resale market is quite active (89% of all residential transactions were resale), there has been a drop in new residential transactions: in 2017 there were only 351 new transactions, of which only 17% were in the affordable market, and only 10 were valued below R300 000 (including 6 government subsidised units).

Number of residential properties by market segment
Mangaung, 2017

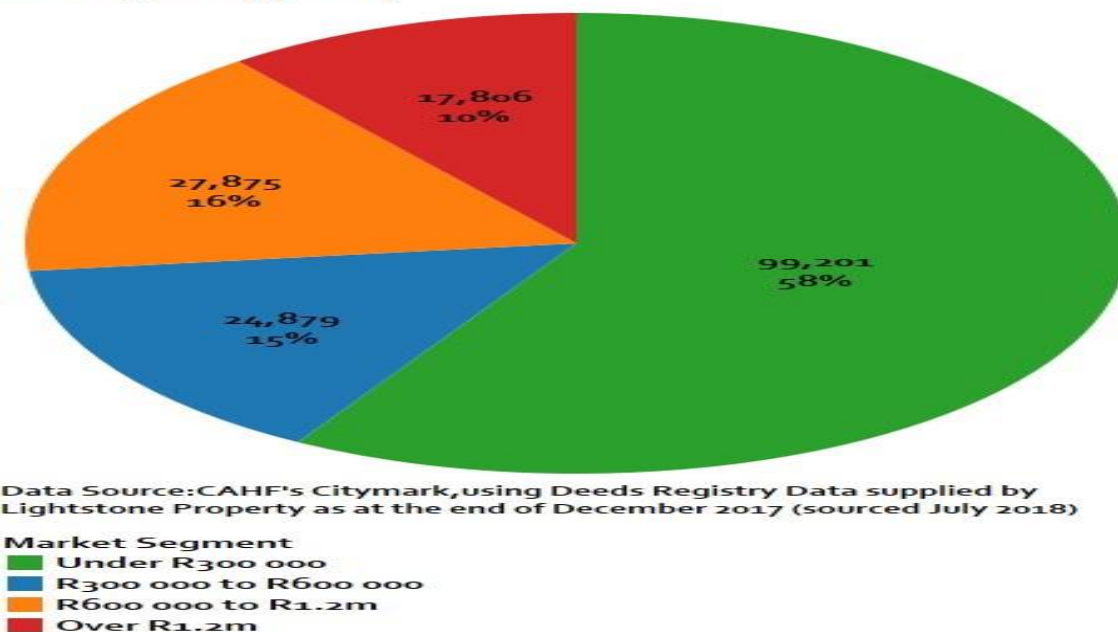


Figure 28 : Mangaung residential properties by market segment

There are 169 761 residential properties on the deeds registry in Mangaung, making up 34.9% of the total residential properties in the Free State. Over half of residential properties in Mangaung (58%) are valued at R300 000 or less and fall in the lowest segment of the market. Only 10% of residential properties are in the highest segment, valued at over R1.2m. Another 15% (24 879 residential properties) are in the affordable market—valued between R300 000 and R600 000. The conventional market (properties worth between R600 000 – R1.2m) comprises 16% (27 875) of all properties in Mangaung.

Total residential properties by market segment Mangaung, 2017

Market segment	Total number of residential properties	Percent share of total	Total number of govt-subsidised houses	Percent share of total govt-subsidised houses
Under R300 000	99,201	58%	50,440	89.4%
R300 000 to R600 000	24,879	15%	5,735	10.2%
R600 000 to R1.2m	27,875	16%	273	0.5%
Over R1.2m	17,806	10%	0	0.0%
Grand Total	169,761	100%	56,448	100.0%

Data Source: CAHF's Citymark, using Deeds Registry Data supplied by Lightstone Property as at the end of December 2017 (sourced July 2018)

Figure 29 : Total residential properties by market segment

Of the eight metros, Mangaung has the lowest average residential property value in 2017: R462 516 compared to the highest, R1 350 620 in Cape Town. With respect to market size, Mangaung has the second smallest residential property market, in terms of both number of properties and Rand value. The total value of Mangaung's property market is R78.517 bn, compared to Buffalo City which is the lowest at R76.8006 bn. Compared to the other 7 metros. Mangaung has the largest share of properties valued less than R300 000 (58%).

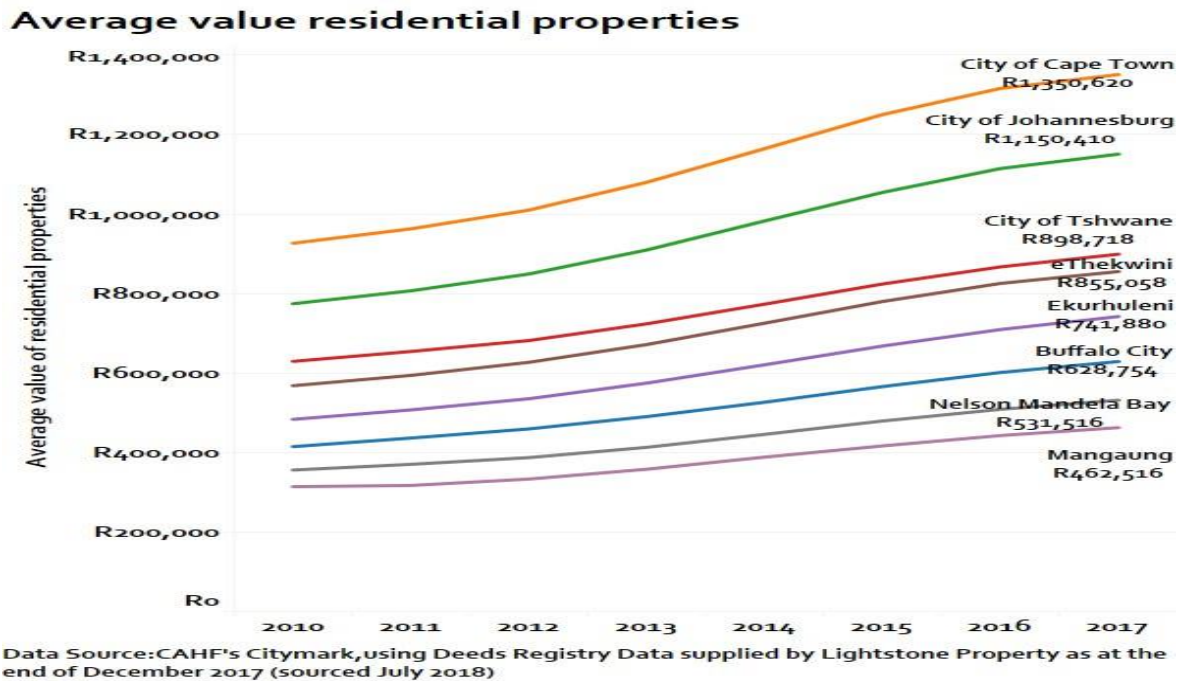


Figure 30 : Average value of residential properties

In the main the study motivates that the city leadership must proactively endeavour to build and inclusive residential property market in Mangaung and suggests five broad areas of attention, namely:

- Growing Mangaung's rates base:** This will involve exploring how the city levies rates on residential properties and reconsidering how certain properties are exempted from paying property tax. Beyond this, it is recommended that the city grow its rates base through various 'value creation' measures that stimulate property market growth at the local level. The key goal for City management must be to see. Mangaung's property market as a single property market, with high and low values that all have investment potential and worth.
- Promoting housing affordability and delivery systems that extend beyond the state:** This involves considering what constraints in the development process might be undermining developer attention to delivering housing for the lower income market. Development constraints tend to shift the market upwards: developers prefer to engage in higher value activity that ensures a margin to cover the risk of development delays. If the city can address the constraints and target these good efforts specifically to projects that involve the delivery of affordable housing, this might shift developer interest down-market towards the affordable market segment.

- (c) Understanding and working with informality: The city should explore strategies to improve household compliance with requirements regarding planning approval. Access to simple building plans and active support of in situ home improvements, through expedited and supported development approvals would also contribute to households' own efforts to improve their housing situations. Similarly, given that informal transactions effectively remove housing assets from the pool of formal, titled properties in the City and undermine the performance of the property market in many areas in which the State has invested significantly, it should be a matter worthy of urgent attention by City management.
- (d) Considering the dynamics and potential of the rental market: Special attention should be given to exploring the existence, functioning and potential of the rental market, not limited to social housing, but also including privately provided rental, both formal and informal. By understanding this breadth and how it functions, and applying its various development levers, Mangaung can influence the rental sector and how it meets this diversity of demand, and the extent of private investment that it attracts. In the immediate term, the city should consider which of its datasets offer an indication of rental activity, such as building permits data, utility hookups and account information for distribution of units and usage. A focused analysis on the supply of and demand for rental in the city, with attention on certain nodes, would be very useful.
- (e) Realising priorities with data-supported development decisions. A key aspect of a city's ability to track the property market is its ability to count it. The central source of reference must be the National Deeds Registry, on which the entire property market depends. The extent to which it represents the full property market, however, is complicated by the delayed titling process in the government-sponsored market, and other factors that affect low value properties. Mangaung's Valuations Roll is a separate database that enables the city's property taxation regime – a critical component of its revenue base. Currently, these two databases do not fully align. Understanding and addressing the anomalies must be a priority going forward. The ability to track specific markets and characteristics allows municipalities to appropriately manage resource allocations in terms of infrastructure investment, while monitoring any economic disequilibrium in property prices. This would assist Mangaung tremendously in understanding neighbourhood or area-based property market dynamics, which would both contribute to a more refined application of rates against property values, and to greater precision in the implementation of policy measures such as infrastructure investment or area-based management.

B9. 2 Mangaung Human Settlements Restructuring Zones

Apart from the Urban Regeneration Areas aimed at mega projects of scale, the City has also identified several Restructuring Zones, which are essentially, areas targeted for urban renewal and focused investment. The objective with these zones is to support TOD d by way of high-density developments within 500m range from a BRT Route.

Restructuring / Integration Zone	IPTN Linkage	Status
CBD	Centre of City (Intermodal Public Transport Facility and Main IPTN Bus Station)	Gazetted
Brandwag	Phase 1 BRT Route (Nelson Mandela Road)	Gazetted
Hillside View	Phase 1 Complimentary Route	Approved by Council on 29 March 2017 – Waiting to be Gazetted and submitted to the National Department of Human Settlements.
Vista Park 2 and 3	Phase 1 Complimentary Route	
Airport Node, Raceway and Estoire	Phase 3 Route Linkage	
Cecilia Park & Brandkop 702	Phase 4 Route	
Brandkop Racetrack	Phase 4 Route	
Thaba Nchu / Botshabelo Node	Phase 6 Route	
Oranjesig and Waaihoek Precinct	Phase 1 Route	

Table 29 : Mangaung Restructuring Zones

One of the principal objectives of the Mangaung SDF is to rectify the fragmented spatial patterns caused by historical distortion through Spatial Transformation and Integration. This objective is to be achieved through the Metro's sound commitment to facilitating sustainable Integrated Human Settlements through three core development strategies namely:

- informal settlements upgrading,
- the release of well-located land for economic development and human settlements and,
- the implementation of large scale Mixed housing developments.

The Metropolitan Municipality places a high priority on addressing the disintegration of development planning and ensuring a habitable built environment. The City intends

contributing towards building more viable and safer communities through its commitment to ensuring social and economic restructuring. This overall focus will be guided by three additional development strategies aimed at socio economic restructuring and maximising the built environment, namely

- Strengthening Urban Networks to facilitate effective urban mobility;
- Facilitating Integrated Transit Oriented Development, to ensure development along transport corridors and promote higher densities; and
- Providing infrastructure support in relation to services and social facilities.

B9.3 Progress in Implementation on Human Settlements Projects

B9.3.1 Social Housing and Rental Stock

The table below summarizes the housing projects, which are currently being implemented.

Project Type	Project Description		Type of Development	Current Status
Hillside View Social Housing	Hillsideview	Phase 1a	Rental Units	Completed
	Brandwag	Phase 1	402 Rental Units	Completed
		Phase 2	495 Rental Units	341 units Completed 154 units under construction
		Phase 3	154 Rental Units	Under construction with HSDG, RCG, Institutional Subsidies & NHFC (loan) funding
Dark & Silver City CRU's	Bottom Site		526 CRU Units	Under construction with HSDG funding
	Top Site		286 CRU Units	Under construction with HSDG funding
Municipal rental Stock (Separate from social housing stock)	White City		40 rental Units (20 duplex's)	Completed

Table 30 : Social Housing and Rental Housing Projects

B4.2.2.2 Catalytic Mixed Developments

The Mangaung Metropolitan Municipality's Integrated Human Settlements is fundamentally underpinned by a development approach that seeks to integrate Residential, Recreational, Retail, Industrial and Commercial (RRRIC) elements in any given development. The City has identified several strategic land parcels for the implementation of mixed use developments to create integrated human settlements. The City's strategic approach into the future is the "Implementation of Mixed Developments". The strategy departs completely from prioritising the building of houses in isolation; to building more inclusive communities with access to various other amenities such as schools, clinics, sporting facilities and business opportunities.

Collectively these developments entail various housing typologies and provide wide tenure options to beneficiaries, such as ownership, rental as well as mortgage loan options within the same geographic space. Similarly, the proximity of key amenities such as retail facilities and industry also lessen transport costs for residents and consumers whilst creating job opportunities around residential settlements. To this end, the city appointed three Turnkey Developers to implement the following projects:

- Vista Park 2 Mixed Development
- Vista Park 3 Mixed Development
- Hillside View Mixed Development

The cornerstone of the projects is centred on integrated developments of which the three developments are constituted to incorporate the following land use assortment:-

- Social/Rental/Bonded Housing
- Education Facilities
- Health
- Business Park
- Retail Park
- Worship
- Sports and Recreation

The site development plans have been approved in accordance with prescribed legislative frameworks. The three developments will consist of the following mix land uses; -

DEVELOPMENT NAME	COMPONENTS	TOTAL (SITES)
HILLSIDE VIEW	RESIDENTIAL	Approximately 4 081
	BUSINESS	3
	COMMUNITY FACILITIES	9
	OPEN SPACES	5
	UNDETERMINED	1
	MUNICIPAL PURPOSES	11
VISTA PARK 2	RESIDENTIAL	Approximately 5 660
	SPORTS	1
	EDUCATION	3
	RETAIL	2
	BUSINESS	8
	PUBLIC OPEN SPACES	18
	MUNICIPAL PURPOSES	22
	WORSHIPS	4
	CRECHE	2
VISTA PARK 3	RESIDENTIAL	Approximately 5 131
	BUSINESS	5
	GARAGE	1
	SCHOOLS	3
	CRECHE	4
	WORSHIP	4
	HOSPITAL	1

Table 31: Mixed Development Mega Projects

The residential units will comprise of Social, Gap and Subsidized housing with various rental and financing options available. Socio-economic amenities will also be provided.

Development	Hillside View	Vista Park 2	
Phase 1	900 Social Housing Units	1400 Community Residential Units	285 (Affordable/Gap/RDP/Mix);
Phase 2	600 BNG/GAP Housing Units	1600 Social Housing	612 (Affordable/Gap/RDP/Mix)
Phase 3	Bonded Housing	1842 Bonded Housing	310 (Affordable/Gap/RDP/Mix);
Phase 4	900 Social Housing Units and 330 BNG Units	442 RDP Housing 376 FLISP Housing;-	367 (Affordable/Gap/RDP/Mix);
Phase 5			109 (Affordable/Gap/RDP/Mix);

Phase 6			908 (Affordable/Gap/RDP/Mix);
Phase 7			515(Affordable/Gap/RDP/Mix);
			202 (Affordable/Gap/RDP/Mix
			810 (Affordable/Gap/RDP/Mix);
			1017 (Affordable/Gap/RDP/Mix);

Table 32: Development phases of Hill Sideview and Vista Park 2 and 3

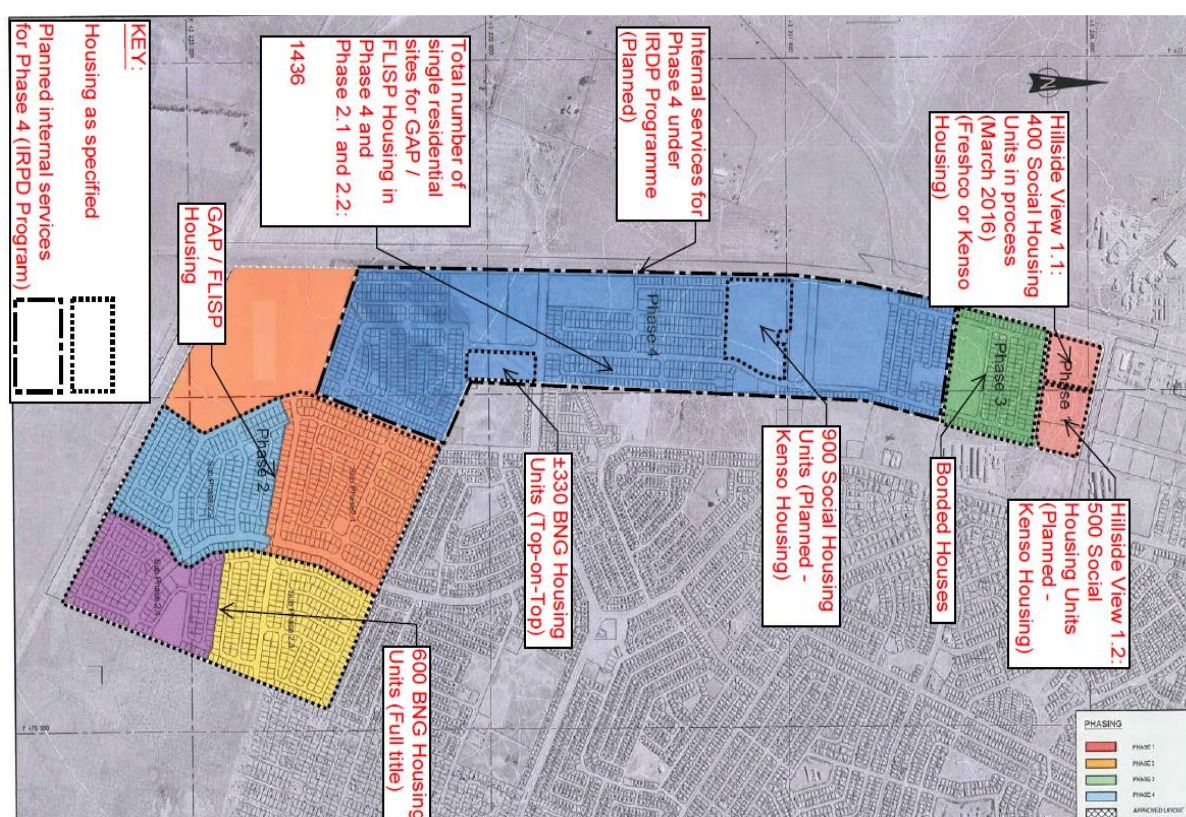


Figure 31 : Layout of Hillside view development

Showcase of Integration Zone 1 :Show case of Alignment of public transport investments (IPTN Phase 1) with the identified human settlements development programme of the City..

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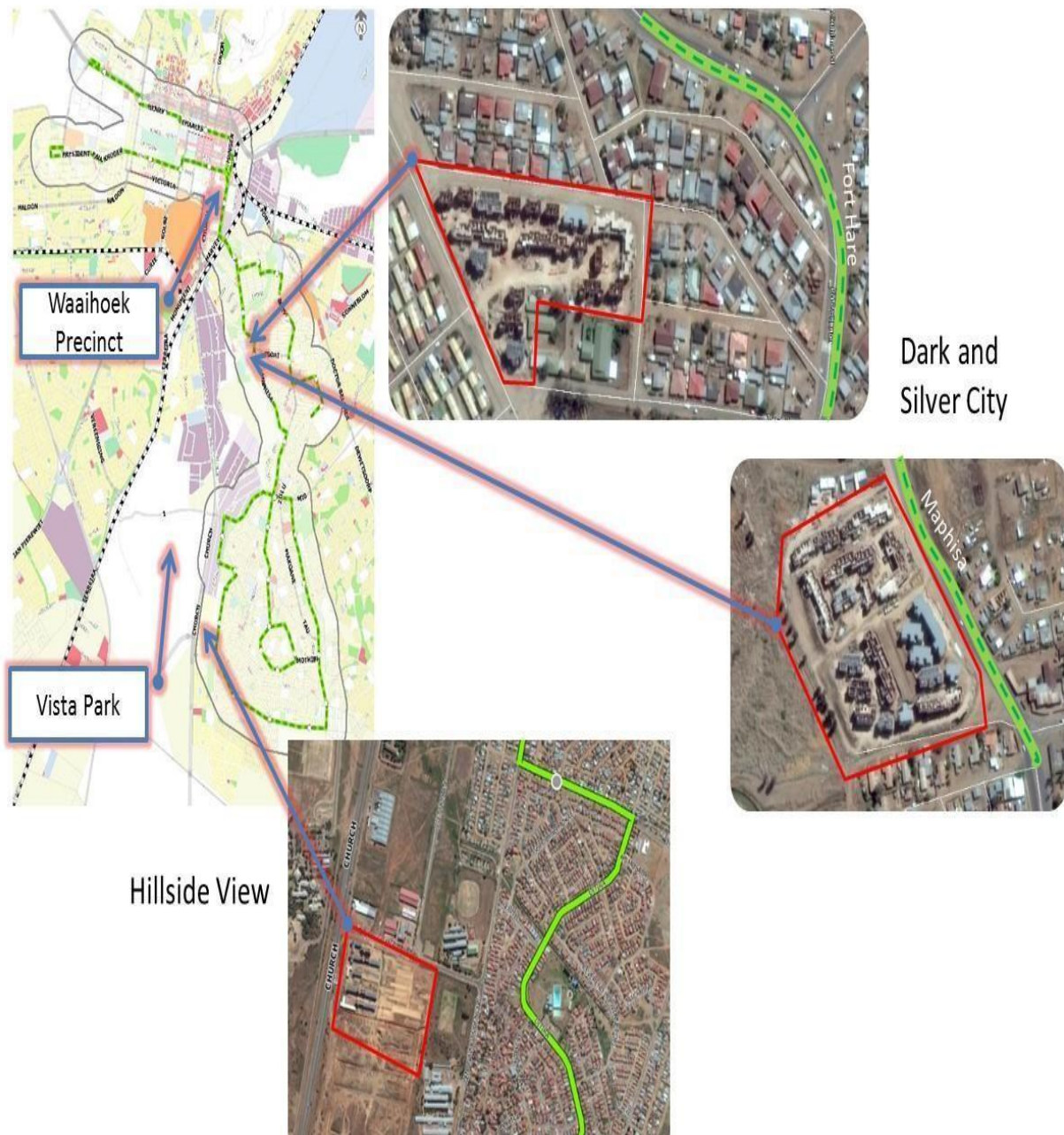


Figure 32 : Alignment of human settlements and transport network

B.10 Precinct Planning

B10.1 Waaihoek Precinct Development

The Prioritised Precinct Plan for Mangaung Metro is the Waaihoek Precinct Plan. The city identified the Waaihoek Precinct, based on its location and proximity to interchange zones, as well as its significant heritage value and the associated tourism potential. The development would promote urban mobility and offer an opportunity for densification of the primary area of the Bloemfontein CBD. The city is utilising the National Treasury Neighbourhood Development Partnership Grant (NDPG) Fund for this development, which is around the Intermodal Transport Facility in Bloemfontein.

INVESTMENT

- Total Estimated Cost R5,7 billion
- R20 million to be spent on planning, designs of phase 1 (S'T Georges Bridge) in The 2015/16 and Estimated R320 million on construction.

PROJECT

INFORMATION

- ±4ha of land, in the CBD
- Integrated mixed use development

READINESS

- Design completed for Phase 1, Final Precinct Plan completed and was presented to NDP.

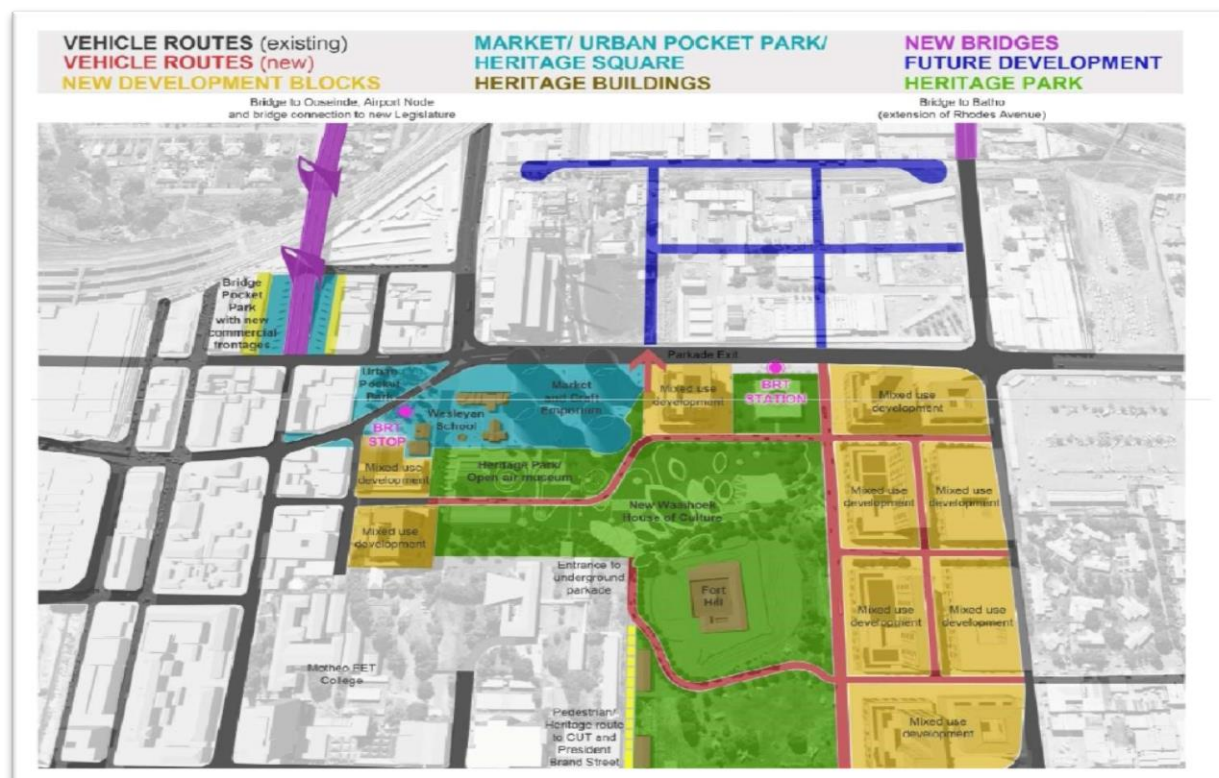


Figure 33 : Waaihoek Precinct Development Layout

The table below lists the financial resources allocated for the MTREF for the Waaihoek Precinct development, the project activities, outputs and the expected outcomes:

DETAIL OF EXPENDITURE	2020/2021	2021/2022	2022/2023
WAAIHOEK PRECINCT DEVELOPMENT	10 000 000	10 000 000	11 003 000
TOTAL	10 000 000	10 000 000	11 003 000

Table 33 : Waaihoek precinct development MTREF Budget

C. Catalytic Urban Development Programme and Preparation

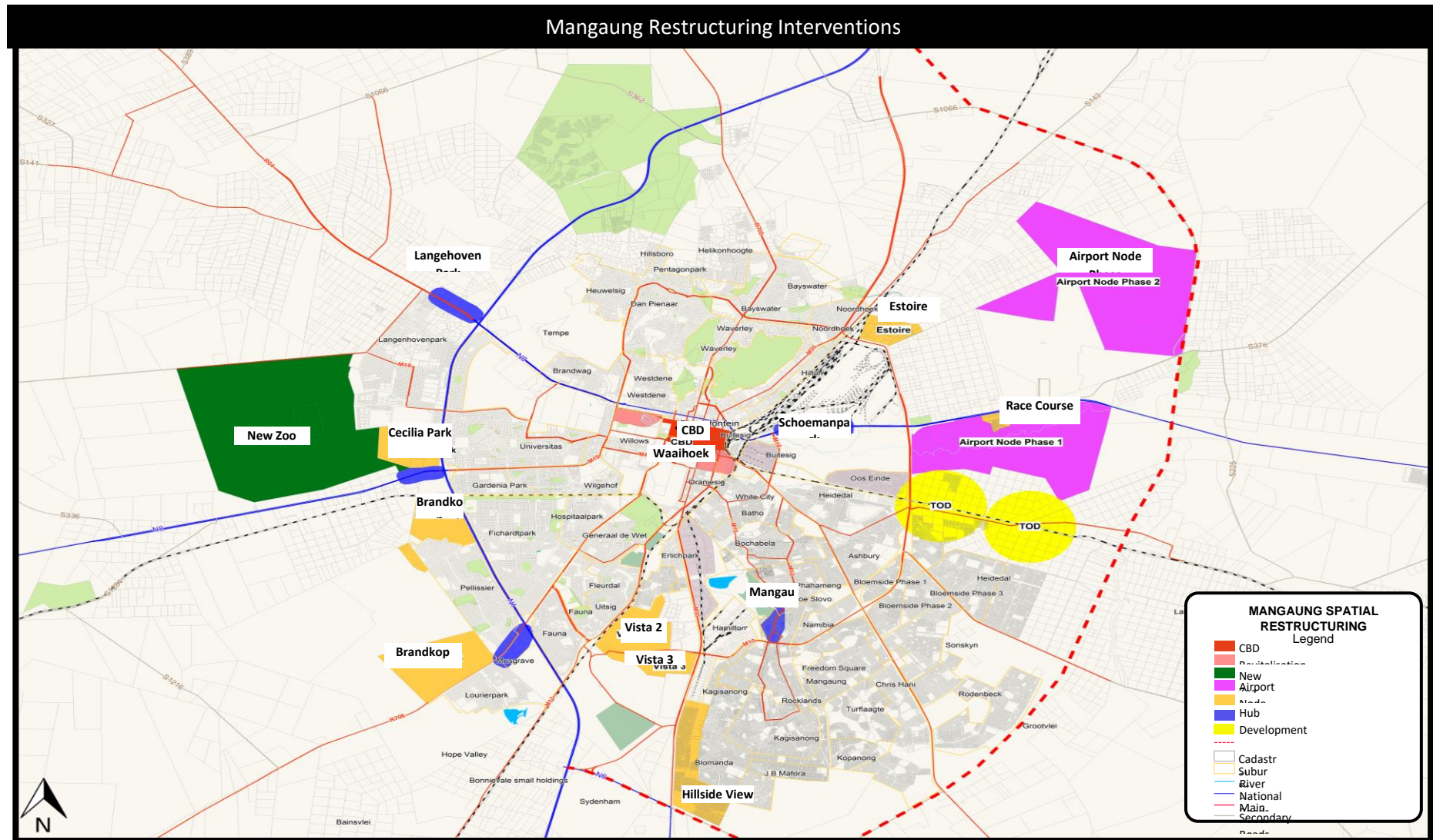
C.1 Catalytic Urban Development Programme Preparation

The following four strategic objectives stand central to providing well located serviced land, not only to accommodating poor communities, but also to facilitating sustainable human settlements and igniting economic growth and development at the same time.

- Identifying appropriately located land which can be serviced cost effectively;
- creating sustainable human settlements through undertaking housing developments with secure tenure, which establish and maintain habitable, stable and sustainable public and private residential environments;
- ensuring viable households and communities in areas allowing convenient access to economic opportunities, health, educational, social amenities, potable water, adequate sanitary facilities and domestic energy supply;
- correcting spatial disparities through cautiously planned developments and ensure integration between housing and other service sectors such as the economy, infrastructure development, roads, transport, education, health, safety and security, as well as other myriad municipal services.

The Eight parcels of strategic or priority land owned by the Municipality, and falling within the Cities urban edge, have been identified as infill areas to be integrated successfully within the existing urban fabric. These land parcels are strategically located between the affluent and poor parts of the city, and present excellent opportunities for integrating the city spatially, socially and economically. The land parcels have already become and will remain the main focus areas for planning and development in future, and are aimed at accommodating mixed housing developments through medium- to long term infill planning and densification projects.

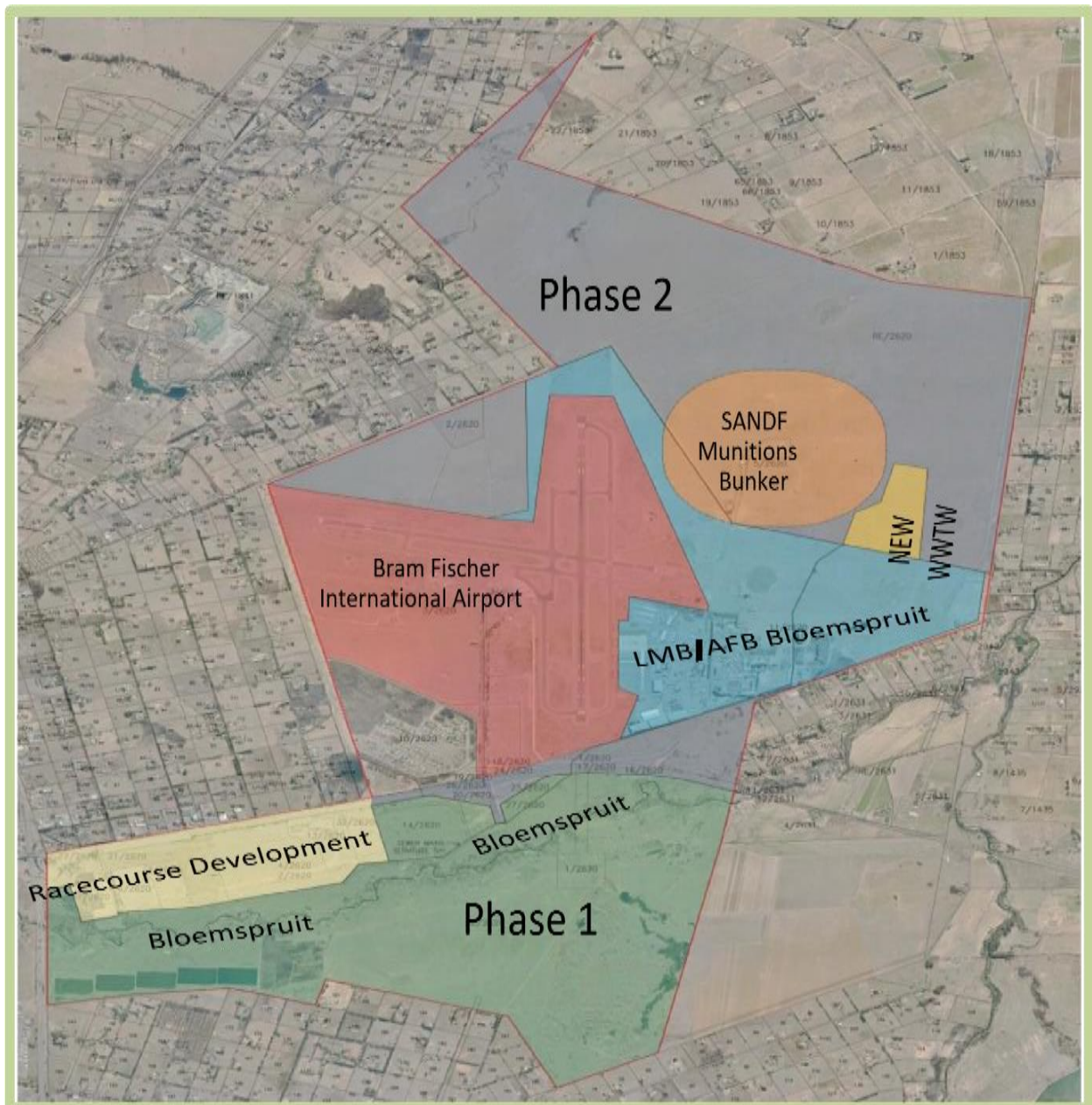
The identified land parcels are mostly vacant and are meant to provide sustainable human settlements through integrated development making available 29 400 housing opportunities for mixed development at an average density of 17,5 units per hectare. Three of these land parcels are currently being developed for mixed land-use initiatives as part of the Cities Mega Project approach to boost the delivery of housing and to benefit from economies of scale. In addition, the MMM has already developed conceptual designs for mixed land-use developments in respect of three other remaining land parcels including Cecilia, Brandkop and the Airport Node (ADN).



Map 21: Mangaung restructuring interventions

Airport Development Node

The Airport Development Node consists of two main phases, the first phase is the southern portion situated below the N8 Airport Interchange. The second phase is the Northern portion, which is located around the north-eastern boundary of the Bram Fischer International Airport. The development is comprised of the Phase 1 of the Airport Development Node, which is approximately 650 ha and on Phase 2 of the Airport Development Node consists of approximately 880 ha, see below.



Map 22 : Layout of of Airport Development Node : Phase 1 and 2

The node will boast services ranging from a shopping mall, educational and civic sites, an urban square and an international conference centre, hotels, and mixed housing.

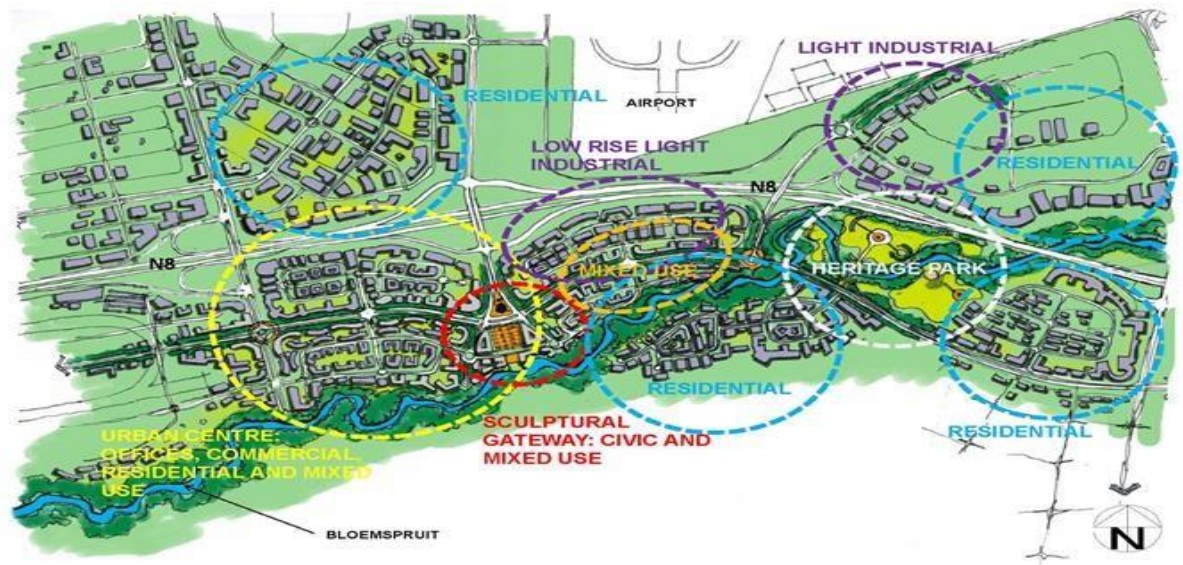


Figure 33: Conceptual design of the Airport Node Development: Phase 2

The N8 Development Corridor focuses on three instruments, namely;

- increasing connectivity and improving mobility;
- igniting nodal development; and
- facilitating linear growth along the transport corridor (long term) and or development corridors.

This development is expected to increase mobility and inter-dependence and linkages between the three urban centres of the MMM. In terms of increasing mobility, the provincial government is in the process of resuscitating the underutilised rail network between Bloemfontein and Lesotho. This development is expected to reduce the pressure on the roads and reduce transport along the N8. In support of the N8 Corridor development two nodal developments have been identified, namely the **airport development node** and the **Botshabelo / Thabamochu node**, with the view to ensuring the integration of communities. These nodal developments will contribute positively towards the development of integrated sustainable human settlements with a variety of land-uses and housing typologies built in one development.

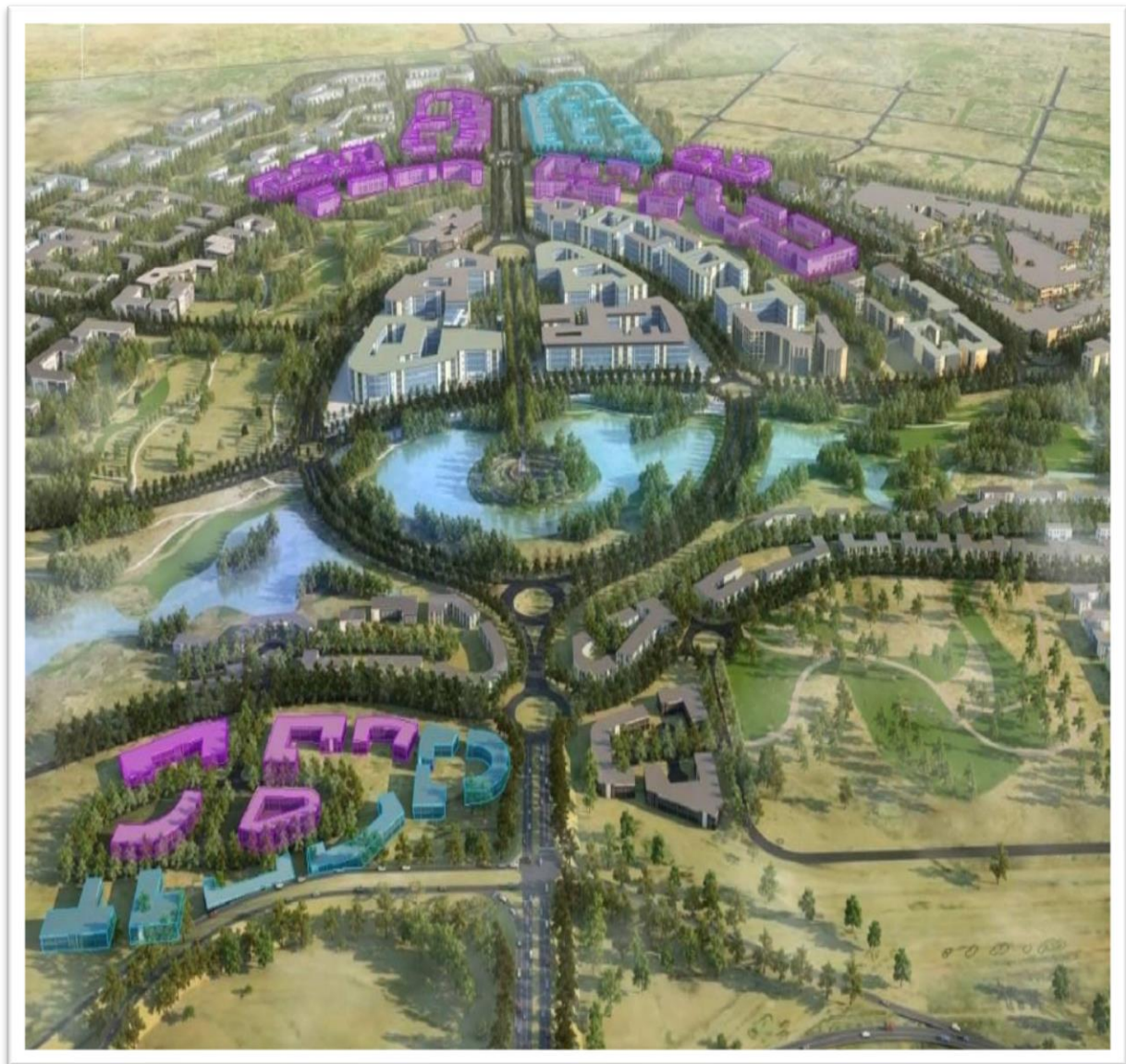


Figure 34 : Artistic impression of Airport Development Node

Phase 1 mainly consists of residential, retail, business and mixed land use zones. The residential areas are a mix of low, medium and high density sectional title units, with some full title units. The mixed land use consists of a mixture of residential, retail and business. Other land uses contained within the ADN are hotels and conference facilities; a hospital and clinics; places of worship; crèches, primary, secondary and tertiary educational facilities; government buildings; open green space and protected green space.

Phase 1 consists mainly of residential and commercial zones. The residential areas are a mix of low, medium and high-density sectional title units. The commercial areas will be a mix between retail, business, hotels, clinics, educational facilities and government buildings.

Phase 2 consists mainly of Light Industrial zones with some mixed-use, residential and hospitality zones. Other aspects include a Cargo terminal for Bram Fischer International The commercial areas will be a mix between showrooms retail, business and hotels. The residential areas are a mix of medium and high-density sectional title units.

N8 Airport Node: Master Plan Proposal

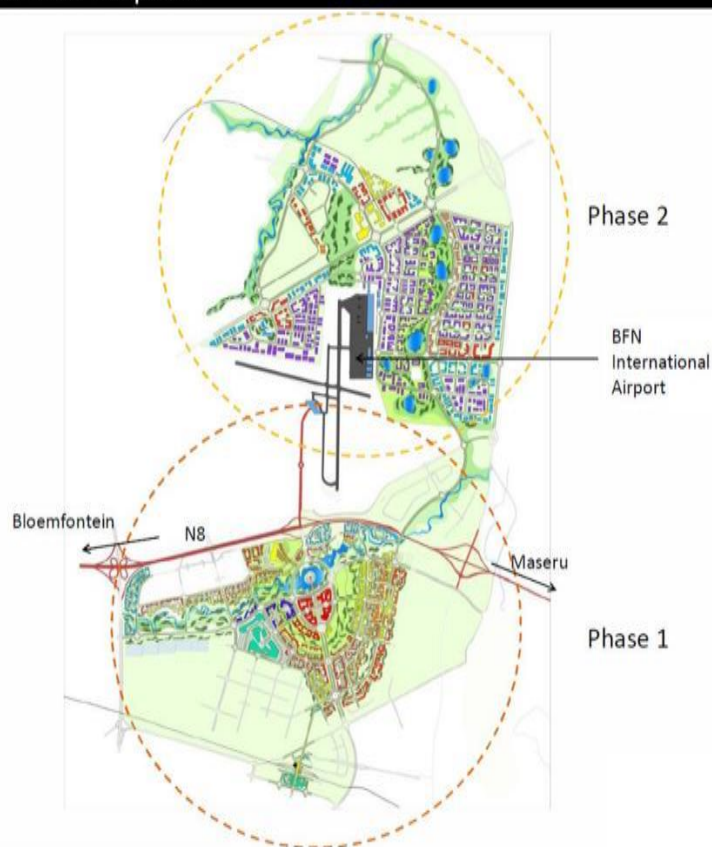


Figure 35 : Airport Development Node Masterplan

SERVICE PROVIDED	% COMPLETE
Traffic Impact Study	100%
Floodline Study	100%
Township Establishment	100%
Topographical Survey	100%
Geotechnical Investigation (General)	100%
Environmental Impact Assessment	100%
Bulk Infrastructure Study	100%
Geotechnical Investigation (Bridges - Core Drilling)	100%
	100%

Table 34: Airport Development Node Town Planning Progress

Estoire Development

The site is approximately 2km from the Bloemfontein Central Business District (CBD) where there is a high concentration of educational facilities ranging from Pre-Primary, Primary, Secondary and Tertiary. The project is an integrated mixed use development with industrial, commercial and social amenities components. Estoire development is ideally and strategically located along N8 Development Corridor. And it's situated east of the Bloemfontein CBD and west of the Bram Fischer Airport.

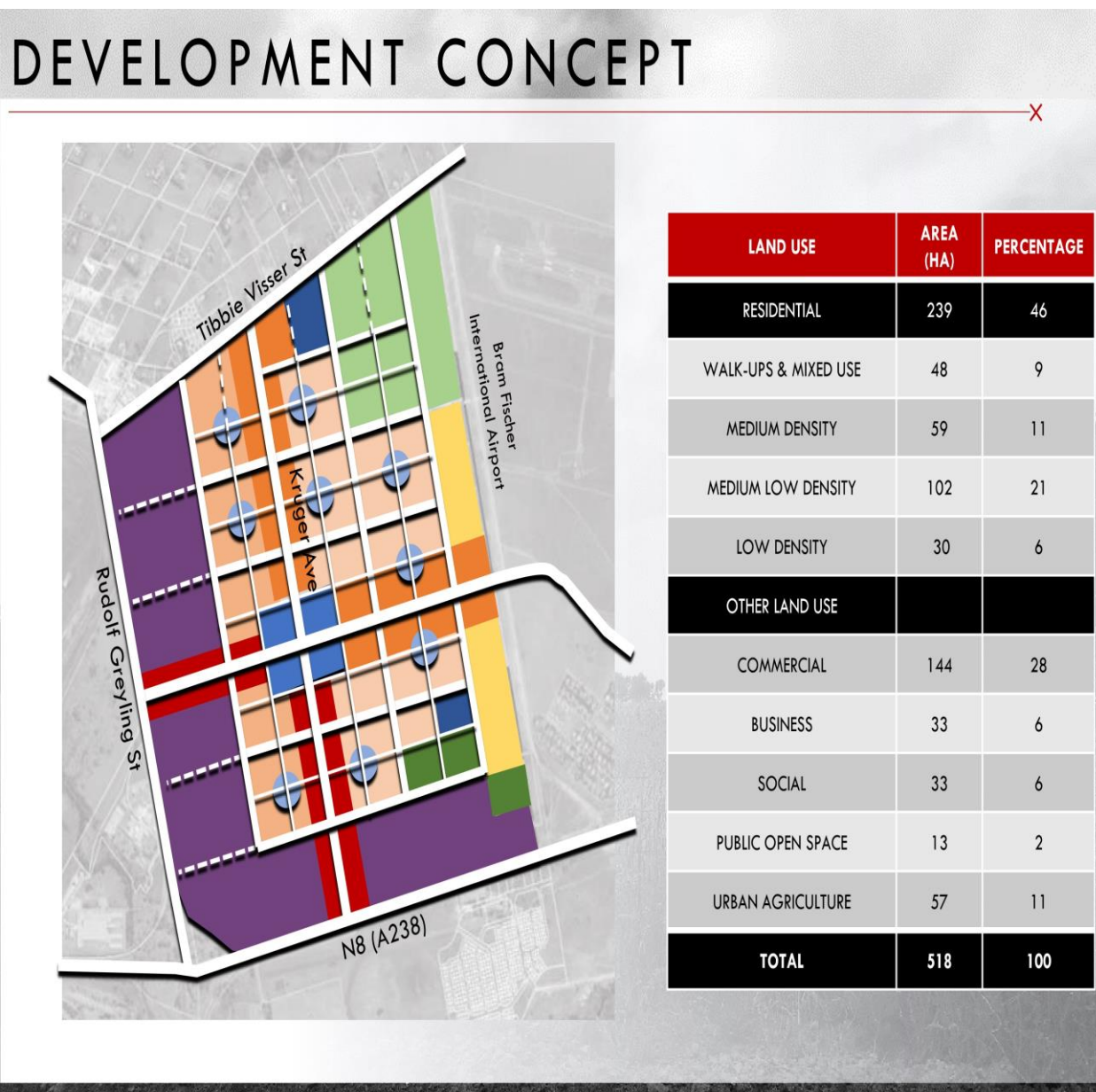


Figure 36 : Development concept for Estoire

Cecilia Park Development

Cecilia Park is a 166 hectare site that has been earmarked for different zonal developments. The site is currently accessed from N8 highway on the southern side and the eastern side is bound by N1 national road. New extension of Langenhoven Park is to the north of the site. The existing residential neighbourhoods are namely Universitas, Gardenia Park, and Langenhoven Park. The small holdings to the south are mainly used for commercial, agricultural and residential purposes.

Business zonings are located to the east and central parts of the proposed development. The western side consists of single residential stands and educational facilities. Figure 2 below shows a layout plan for the proposed development. The development area consists of three land portions namely, The farm Kwaggafontein No.2300, The remainder of the farm Cecilia No.2352 and Remaining extent of the farm Bloemfontein 645.

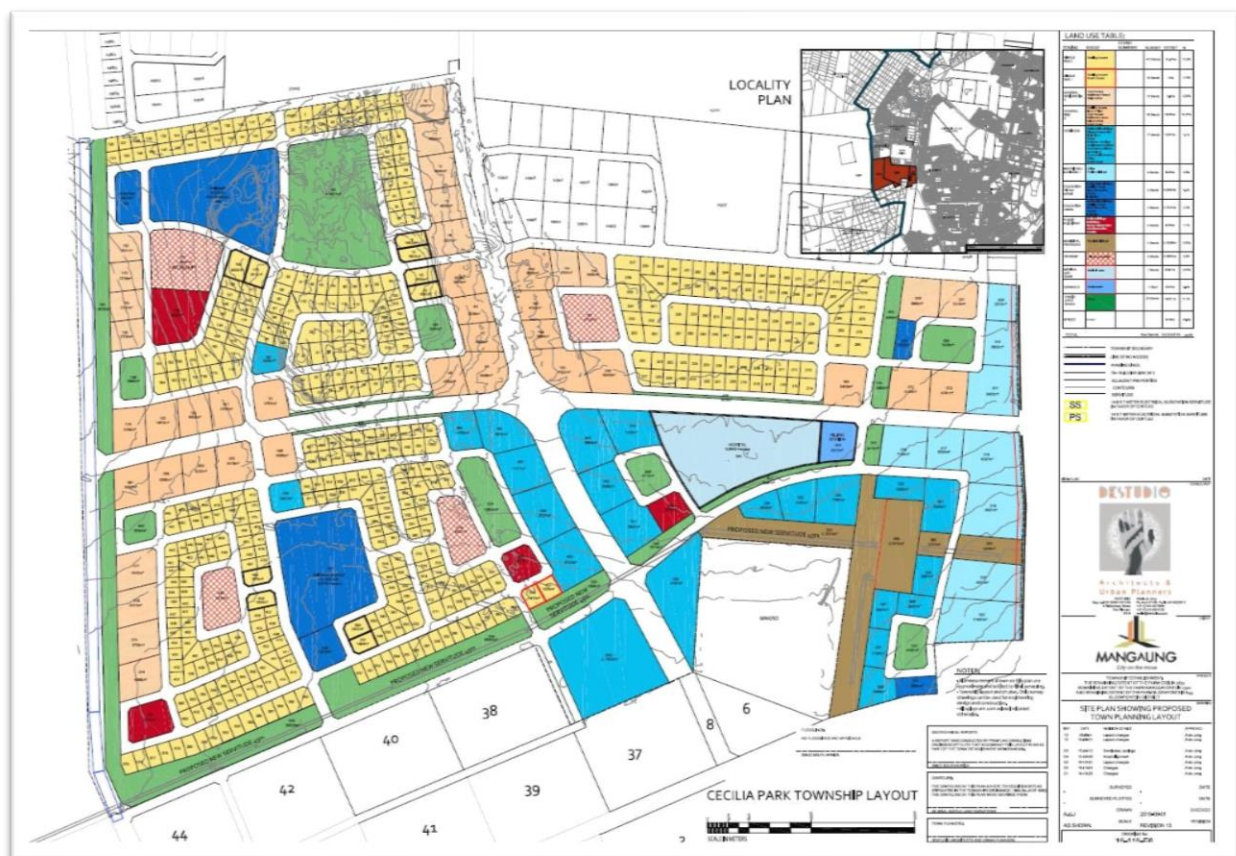


Figure 37 : Township establishment layout of Cecilia Park development

Climate Change and Adaptation options and climate change focus areas for Mangaung

The below provides an overview of the current and possible future adaptation options to climate change risks identified above for the different sectors in Mangaung that must be considered as part of CLDPs. It also includes the city's adaptive capacity as well challenges that may constrain adaptation

Sector	Adaptation options	Priority areas
Agriculture	<ul style="list-style-type: none">• Promote investment in community food production- including urban gardens that promote environmental conservation practices• More efficient management of applications of nitrogen fertilizer and manure in agricultural areas.<ul style="list-style-type: none">• Early warning system to inform farmers and communities of impending disasters such as hailstorm, floods and droughts• Implement integrated agro-forestry systems that combine crops, grazing lands and trees in ecologically sustainable ways• Conservation agriculture to improve soil organic matter management with permanent organic soil cover, minimum mechanical soil disturbance and crop rotation• Rainwater harvesting• Organic and precision farming• Protection of fresh water habitats and resources<ul style="list-style-type: none">• Diversifying in food crops to allow for systems to be resilient in the event of a disaster that affect a food crop e.g. maize	<ul style="list-style-type: none">• Climate smart agriculture• Promote agro-forestry systems• Minimize pollution of water sources by fertilisers

Sector	Adaptation options	Priority areas
Energy	<ul style="list-style-type: none"> • Assessing and investing in renewable energy for cooking, heating and lighting e.g. biogas and solar • Add thermal heating to low cost houses <ul style="list-style-type: none"> • Smart meters to encourage users to manage electricity well • Community awareness programmes on energy conservation and alternative energy sources • Improve material used for solar water geysers • Efficient appliance programmes (kettles, energy saving lights) to reduce use of non-renewable energy <ul style="list-style-type: none"> • Climate change presents opportunities for investors and financial institutions to invest in areas such as renewable energy and energy efficiency • New job opportunities in renewable energy, flood management, geo-engineering, disease control and insurance. 	<ul style="list-style-type: none"> • Assess the potential of creating jobs through waste to energy projects for both municipal and private waste systems • Investing in solar energy and other renewables for heating and lighting at different scales • Explore job opportunities that come with transitioning to a green economy and climate resilience • Raise awareness on energy saving
Transport	<ul style="list-style-type: none"> • Provide the public with affordable, comfortable, safe and reliable public transport • Provide public with facilities for low carbon transport systems such as cycling lanes, which will encourage eco-mobility and also has health benefits. • Upgrade and maintain transport infrastructure including bridges and unpaved roads • Invest in green transportation and logistics technology that facilitates mitigation and adaptation • Use durable material for construction of roads • Upgrade storm water and waste water drainage systems <ul style="list-style-type: none"> • Mixed urban development that would reduce the distance that people travel to work 	<ul style="list-style-type: none"> • Provide infrastructure for public transport and low carbon transport systems • Awareness raising campaigns to promote the use of public transport and low carbon transport systems • Assessing other alternative transport fuel sources e.g. biofuels

Sector	Adaptation options	Priority areas
Water	<ul style="list-style-type: none"> • Early warning system to inform people of upcoming climate extremes • Farmers need to increase water storage capacity in drier periods • Wetland rehabilitation and management • Removal of alien plants and replacing them with indigenous plants • Improve coordination between sector departments particularly when developing sector specific adaptation responses • Community awareness raising campaigns on climate change, water conservation and adaptation • Upgrading infrastructure to monitor and curb water losses due to leakages • Retaining of storm water through rain water tanks, penetrable pavements and green roofs. Harvested water can be for household and agricultural use • Make use of waste water or water from sewage treatment • Water restrictions for some activities • Water pressure management- reduce water lost through leakages by decreasing the amount of water in pipes during off peak times • Increase adaptive capacity of institutions responsible for water management and governance 	<ul style="list-style-type: none"> • Vulnerability mapping or rivers that supply water to MMM and considering ecosystem based risk reduction • Integrated management of water with other sector departments • Clearing alien invasive species • Water conservation- curbing leakages, rain water harvesting and reusing grey water • Community awareness raising to save water
Biodiversity and Ecological infrastructure	<ul style="list-style-type: none"> • Vulnerability assessment and mapping of vulnerable ecosystems including wetlands, floodplains and grasslands • Monitoring and evaluation of greenhouse gas emissions • Early warning system • Wetland rehabilitation and management • Removal of alien plants and replacing them with indigenous plants • Build capacity within communities to engage in green jobs • Protect freshwater habitats and resources to promote growth of marines species • Rebuilding over exploited fish resources and affected ecosystems • Raise awareness on ecosystem based adaptation and how they can be involved 	<ul style="list-style-type: none"> • Biodiversity stewardship programmes to help communities to understand the link between biodiversity and ecosystem services in their area • Community based adaptation projects that protect and restore grasslands • Protect grasslands from land use change • Mainstreaming conservation of ecological infrastructure to support poverty alleviation, rural development , job creation and conservation of threatened ecosystems

Sector	Adaptation options	Priority areas
Human settlements	<ul style="list-style-type: none"> • Risk and vulnerability assessments and mapping of vulnerable social groups, regions and economic sectors • Monitoring and evaluation of climate change activities hazard trends location, frequency and magnitude • Ensuring climate change projects do not get pushed from the agenda by more pressing developmental issues • Promote mixed land use developments • Restrict development within flood lines • Curtail urban sprawl to avoid uneconomic spread of development which will be difficult to provide with basic services • Increase resources (health supplies, food supplies and human resources) for emergencies • Early warning system to inform municipalities of impending climate extremes • Improve coordination between sector departments particularly when developing sector specific adaptation responses • Awareness raising in communities on climate change risk and respond strategies (including resources available) • Training of community volunteers to assist in the event of a disaster • Provide adequate basic services for the poor and marginalized members of the society • Increase public-private partnership to develop and implement adaptation projects • Upgrading, de-densification and relocation of informal settlement infrastructure in areas that are vulnerable to flooding and fires • Improve the quality of building material used for building low cost houses so that its durable 	<ul style="list-style-type: none"> • Integrate climate change in the provision of basic services • Mapping and monitoring of vulnerable settlements • Mixed land use developments to curb urban sprawl and cut down travel distances for communities in Thaba Nchu and Botshabelo • Improving public- private partnerships to increase the resilience of communities • Mainstreaming climate change into municipal spatial planning processes

Sector	Adaptation options	Priority areas
Infrastructure Development	<ul style="list-style-type: none"> • Mapping of vulnerable areas • Upgrade and maintain storm water in all regions to keep them clear of any sand and rubbish • Ensure adequate budget for maintenance of infrastructure • Upgrade sanitation systems to curb seepage of sewage into underground water and the spread of disease • Promote recycling of waste <ul style="list-style-type: none"> • Maintain waste management facilities and equipment 	<ul style="list-style-type: none"> • Promote activities in waste recycling /management that support livelihoods • Waste characterisation for MMM • Identification of critical infrastructure hot spots • Maintenance of infrastructure
Social, health and community	<ul style="list-style-type: none"> • Upgrade sanitation systems to curb seepage of sewage into underground water and the spread of disease • Increase resources (health supplies, food supplies and human resources) for emergencies such as floods and hailstorms • Awareness raising and training communities on fire fighting and fire rescue skills • Multidisciplinary ecosystem-based studies to identify hosts, vectors, and pathogens with the greatest potential to affect human populations under climate change scenarios in MMM. • Keep records and monitor health data • Monitoring air quality • Increase investment in research on the impacts of climate change on diseases and human health • Community outreach programme on health risks of increasing temperature and other climatic variables 	<ul style="list-style-type: none"> • Keep track of health trends related to climate in MMM • Invest in research to get a better understanding of local specific changes in climate and their impacts on health, air quality, disease vectors water and food security

Table 35 : CLDP Climate Adaptation options and priority areas for adaptation

C.2 Intergovernmental Project Pipeline

C.2.1 Free State Growth and Development Strategy (FSGDS)

The Free State Growth and Development Strategy (FSGDS): Free State Vision 2030 is the fundamental policy framework for the Free State Provincial Government. It is the embodiment of the broad strategic policy goals and objectives of the province in line with national policy objectives. The Strategy addresses key and most fundamental issues of development spanning the social, economic and political environment. It takes into account annual provincial priorities and sets broad targets in terms of provincial economic growth and development, service delivery

and public service transformation. The Strategy has identified six priority areas (pillars) of intervention by the province, namely:

- Inclusive economic growth and sustainable job creation;
- Education innovation and skills development;
- Improved quality of life;
- Sustainable rural development;
- Efficient administration and good governance;
- Building social cohesion

Importantly, the FSGDS identifies drivers, strategies and measurable performance targets (five-year, ten year, fifteen year and twenty year targets) to ensure that there is performance in relation to the identified six priority areas. Equally, Mangaung Metro planning process (IDP, SDF and sector plans) are aligned with those of the provincial government of Free State.

C2.2 Free State Province Spatial Development Framework (PSDF)

The Provincial Spatial Development Framework (PSDF) has a pivotal role in giving effect to the Free State Vision 2030 by means of contextualizing international and national imperatives applicable to the Free State and aligning those with the realities and site-specific characteristics of the Free State. Together with the FSGDS, the PSDF is a critical instrument in guiding the use of the resources of the province in a manner that will ensure sustainable outcomes based on provincial development needs and priorities. The PSDF composite plan and the sectoral land-use plans were prepared in accordance with six Spatial Planning Categories (SPCs). These SPCs collectively illustrate the desired matrix of land-uses throughout the province.



	A CORE	A.a	Statutory Protected Areas
	B BUFFER	B.a B.b B.c	Non-Statutory Conservation Areas Ecological Corridors Urban Green Areas
	C AGRICULTURAL AREAS	C.a C.b	Extensive agricultural areas Intensive agricultural areas
	D URBAN RELATED	D.a D.b D.c D.d D.e D.f D.g D.h D.i D.j D.k D.l D.m D.n D.o D.p D.q D.r	Main Towns Local Towns Rural Settlements Tribal Authority Settlements Communal Settlements Institutional Areas Authority Areas Residential Areas Business Areas Service Related Business Special Business SMME Incubators Mixed Use Development Areas Cemeteries Sports fields & Infrastructure Airport and Infrastructure Resorts & Tourism Related Areas Farmsteads & Outbuildings
	E INDUSTRIAL AREAS	E.a E.b E.c E.d E.e	Agricultural industry Industrial Development Zone Light industry Heavy industry Extractive industry
	F SURFACE INFRASTRUCTURE & BUILDINGS	F.a F.b F.c F.d F.e F.f F.g F.h F.i F.j F.k F.l	National roads Main roads Minor roads Public Streets Heavy Vehicle Overnight Facilities Railway lines Power lines Telecommunication Infrastructure Renewable Energy Structures Dams & Reservoirs Canals Sewerage Plants and Refuse Areas

Figure 38 : Free State Province spatial planning categories

C.3 Institutional Arrangements

In the 2019/ 20 financial year the city has made strides in intergovernmental engagement and planning process to leverage the skills, competence and resources of IG partners and to improve planning and programme implementation. The following are some of the engagement session relating to the built environment programme of the city.

Date	Stakeholders	Focus Areas
22 August 2019	FS Human Settlements and HDA	Catalytic Projects Programme (Vista Park 2&3, Caleb Motshabi, Hillside View and Estoire Developments)
07 October 2019	FS Provincial Forum of Head of Departments (FOHOD)	District Based Service Delivery Model
28 November 2019	FS Human Settlements and HDA	Catalytic Projects Programme (Vista Park 2&3, Caleb Motshabi, Hillside View and Estoire Developments)
21 January 2020	FS Provincial Treasury	Integrated Infrastructure Planning (Infrastructure Projects of the Provincial Government in Mangaung).
16 March 2020	DTI, DBSA, FDC	Botshabelo Industrial Park Revitalisation Programme
Various Dates	FS State Agric Department and National Department of Land Reform	Development of Mangaung Rural Development Plan

Various dates	National Department of Transport	Implementation of Manguang IPTN
Various Dates	National Department of Human Settlements	USDG and Implementation of Human Settlement Programmes
Various Dates	FS Province Premier's Coordinating Forum (PCF)	Provincial Strategies, Priorities and Budgeting

Table 36 : Intergovernmental engagements

D. Catalytic Urban Development Programme Resourcing

D 3.4.1 Long Term Financial Sustainability

The city does not have a long- term financial sustainability strategy in place. The city has enlisted the support of the National Treasury City Support Programme to conducted the following key exercises that will assist the city to craft a long-term financial sustainability strategy:

- On 08th March 2018, the city formally requested technical assistance and support from NT to develop a financial recovery plan for the city.
- NT has acceded to the request and processes are unfolding to conduct the exercise. The city is also engaged in a parallel CSP technical assistance and support on the catalytic land development programme.

A scoping exercise was conducted on the 19-20 March 2018 between the National Treasury CSP team and Manguang team on the Airport Development Node catalytic programme preparation and implementation. One of the outcomes of the exercise is to develop a financing strategy and plan for the Airport Development Node.

D 3.4.2 Resourcing the Intergovernmental Project Pipeline Intergovernmental Project Pipeline

The BEPP process requires a considerable amount of vertical and horizontal coordination across the spheres of government and State-Owned Entities. The alignment of national and provincial government infrastructural interventions, including SOEs, is key for the city to achieve its spatial transformation objectives.

Department	Allocations (MTREF)
DESTEA	R 10 813 000

Health	R 481 653 000
Education	R 254 000 000
Public Works	R 256 154 000
Police, Roads and Transport	R 290 532 000
Agriculture and Rural Dev	R 138 786 00
Human Settlements	R 700 226 000
Total	R 2 132 165 000

Table 37: Provincial Infrastructure Allocations (MTREF)

D 3.4.3 Resourcing the Metro's Pipeline

The capital budget for the 2020/21 financial year is set at R 1,126,643 million (R1,115,348 million). The budget will thus be increased by 1.01% (R11,295 million) as compared to the 2019/20 Adjustment Budget. The capital budget for the two outer years of the MTREF period has been set at R 1,255 billion (R944,686 million) and R 1890,259 million respectively.

MSCOA FINANCING - MANGAUNG		Budget	Budget	Budget
		2019/2020	2020/2021	2021/2022
HT	External Loans - Fleet Lease	85 179 220	56 448 097	-
CF	Own Funds (CRR)	18 000 000	66 614 000	63 969 472
Grants and Subsidies				
63	Public Transport Infrastructure & Systems Grant	163 126 292	184 323 275	177 359 080
81	USDG Grant	727 363 234	487 823 245	494 779 566
83	Integrated City Development Grant	6 450 000	12 932 000	13 673 000
79	Neighbourhood Development Partnership Grant	10 000 000	10 000 000	11 003 000
TOTAL FINANCING		1 010 118 747	818 140 617	760 784 119

Table 38 : Mangaung Capital budget financing sources

The intended utilization of the grants is as follows in terms of main sources:

Urban Settlement Development Grant Funded Projects.

The Urban Settlement Development Grant (USDG) is provided directly to accredited or high capacity Metros and municipalities by means of a DORA transfer for infrastructure development to support the upgrading of informal settlements and increase the provision of serviced land in metropolitan municipalities. The USDG strategic goal is therefore, the creation of sustainable and integrated human settlements that enable improved quality of household life.

The outcomes to be realised in order to promote integrated sustainable urban settlements and improved quality of household life are:

- supporting inclusive densification and transit-oriented urban development integrating existing and new urban developments
- provision of adequate bulk and link infrastructure for mixed income and mixed-use urban developments
- Provide opportunities for leveraging of public funding within partnerships that promote integrated mixed income and mixed-use urban development's projects and funding for broader urban development

The City has been allocated R 754,593 million in the 2020/21 financial year, and R495,269 million in 2021/22 and R491,759 million in the two outer MTERF. Included in the total allocation above, is R150,919 million which should be ring fenced for upgrading of informal settlements in 2020/21 budget year. The following outputs should be funded by the grant to support the improvement of the overall built environment:

- increase in bulk and link infrastructure;
- construction/ provision of internal engineering services;
- increase in the number of serviced sites;
- increase in the provision of individual connections;
- increase in land provision for informal settlement upgrading, subsidised housing, or mixed-use developments in support of approved human settlements and other urban developments;

- increase in access to public and socio-economic amenities; and
- Increase in the number of interim basic services.

	DETAIL OF EXPENDITURE	2020/2021	2021/2022	2022/2023
CORPORATE SERVICES				
3703	FIRE DETECTION SYSTEM FOR MMM BUILDINGS	1 836 790	1 848 106	447 047
3703	REFURBISHMENT OF HVAC SYSTEM : BRAM FISCHER:	2 755 185	924 053	447 047
3703	NEW PASSENGER CARRIER/LIFT: GABRIEL DICHABE	551 037	-	-
3703	AIR-CON UNITS: THABA NCHU REG OFFICE	826 556	415 824	-
3703	REFURBISHMENT OF REFRIGERATIONS AT FRESH PRODUCE MARKET	1 836 790	462 027	894 093
3703	WATER RESERVOIR FOR BRAM FISCHER BUILDING	734 716	-	-
3703	PASSENGER CARRIER/LIFT: THABANCHU REG OFFICE	1 377 593	-	-
	TOTAL	9 918 667	3 650 010	1 788 186
SOCIAL SERVICES				
5666	REGIONAL PARK DEVELOPMENT IN GRASSLAND	459 198	4 826 351	6 592 056
5667	REGIONAL PARK DEVELOPMENT - BLOEMFONTEIN (MANGAUNG TURFLAAGTE)	459 198	4 826 351	6 592 056
5631	DEVELOPMENT OF NALISVIEW CEMETERY	4 591 976	6 756 892	14 125 835
	TOTAL	5 510 371	16 409 595	27 309 948
PLANNING				
6212	TOWNSHIP ESTABLISHMENT FARM KLIPFONTEIN	3 443 982	-	-
6212	LAND SURVEING FARM KLIPFONTEIN	-	3 257 287	-
6212	TOWNSHIP ESTABLISHMENT BOTSHABELO SEPANE FARMS	1 285 753	-	-
6212	LAND SURVEYING SEPANE FARMS	-	1 732 600	-

	DETAIL OF EXPENDITURE	2020/2021	2021/2022	2022/2023
6212	FORMALISATION OF INFILL PLANNING ALL WARDS	7 117 562	3 465 199	3 352 849
6212	TOWNSHIP ESTABLISHMENT BOTSHABELO SEPANE FARMS PHASE 2	-	-	2 235 233
6212	TOWNSHIP ESTABLISHMENT FARM KLIPFONTEIN PHASE 2	-	-	2 235 233
6231	CONSTRUCTION OF A NEW COMMUNITY CENTRE IN THABA NCHU	9 505 389	3 719 314	-
6231	REHABILITATION OF ARTHUR NATHAN SWIMMING POOL	1 354 633	9 240 532	8 940 932
6231	FIRE STATION BOTSHABELO	14 418 803	4 966 786	-
	TOTAL	37 126 122	26 381 718	16 764 247
ECONOMIC DEVELOPMENT				
6781	BLOEMDUSTRIA INDUSTRIAL DEVELOPMENT	10 000 000	-	-
6781	HAMILTON INDUSTRIAL DEVELOPMENT	5 000 000	-	-
	TOTAL	15 000 000	-	-
HUMAN SETTLEMENT AND HOUSING				
6573	ACQUISITION OF LAND FOR INFORMAL SETTLEMENTS RELCOATIONS	6 000 000	3 350 550	2 610 914
6572	BLOEMSIDE 7 - INST W & S RETIC (500 U)	6 000 000	3 829 200	2 848 270
6572	BLOEMSIDE 9/10-INSTA W&S RETIC (200 U)	7 000 000	7 179 750	9 019 522
6572	BOTSH SEC R - INSTALL WATER (1 000 U)	7 000 000	7 658 400	7 595 387
6572	BOTSHAB WEST - INSTAL W & S (2 500 U)	17 000 000	9 572 999	10 443 657
6574	BOTSHB SEC D - INSTALL SEWER RETIC (100U)	5 320 000	-	-
6574	BOTSHB SEC M - INSTALL SEWER RETIC (100U)	6 000 000	957 300	-
6574	CHRIS HANI 28747 - INSTALL RETIC (50 U)	8 819 000	-	-
6574	F/DOM SQ 37321 (ZUMA- INSTAL RET (117 U)	5 320 000	-	-

	DETAIL OF EXPENDITURE	2020/2021	2021/2022	2022/2023
6571	GRASSLAND PH4 - INSTAL W&S RETIC (1000 U)	6 400 000	1 435 950	-
6572	KGATELOPELE SQUARE (HOUSEHOLDS..) - INTE	7 450 000	1 435 950	-
6571	MARIKANA - INSTALL RETIC (80 U)	900 000	-	-
6571	MKHONTO ERF 32109 - INS RETIC (111 U)	17 000 000	8 615 699	4 898 075
6572	RATAU INSTAL OF WATER RETIC (100 U)	9 000 000	2 871 900	-
6574	SALIVA 35180 & 8323 - INSTAL RETIC (124 U)	6 250 000	-	-
6571	SECTION C AND E - INSTALLATION OF WATER AND SEW (138 UNITS)	9 260 000	-	-
6571	SONDERWAT PH 2 80/INST WATER INT SEW RET	1 590 000	-	-
6571	SOUTPAN - INSTALL RETIC (22 U)	2 450 000	-	-
6571	TAMBO SQUARE - INSTAL WATER AND SEWER	2 160 000	-	-
6571	THABO MBEKI SQUARE (48 HOUSEHOLDS) - INT	20 000 000	4 786 500	-
6573	BLOEMSIDE ERF 4510 - WATER AND SEW (90 U)	-	3 074 800	-
6572	BOTSH SEC H2873 AND G1011 INST WATER AND SEW	-	6 203 304	9 019 522
6571	DEWETSDORP - INTERNAL RETIC (100 U)	-	5 265 150	8 544 810
6571	FLEURDAL INFILL - SERVICES (21 U)	3 800 000	1 723 140	-
6571	LOURIERPARK WATER AND SEWER (400 U)	2 076 982	-	-
6572	MADITLHABELA - INSTAL WATER AND SEWER (938 U)	7 469 500	-	-
6573	MATLHARANTLHENG WATER AND SEWER _ INSTAL WATER AND SEWER (3108 U)	2 000 000	4 231 026	-
6574	RATAU HLAMBAZA WATER AND SEWER - ALT SYSTEM (114 U)	-	9 572 999	5 914 907
6571	VISTA PARK 2: Electricity	1 000 000	8 615 699	11 867 792
6571	VISTA PARK 2-Bulk Sewer	4 000 000	3 829 200	1 661 491
6571	VISTA PARK 2-Bulk Storm Water	1 000 000	11 966 249	21 362 025
6571	VISTA PARK 2-Roads & Storm Water	1 000 000	9 572 999	16 614 909
6571	Vista Park 3 Civil Infrastructure	8 000 000	7 179 750	1 424 135

	DETAIL OF EXPENDITURE	2020/2021	2021/2022	2022/2023
6571	Vista Park 3 Electrical Infrastructure	30 000 000	27 644 333	21 065 580
6571	VISTAPARK 2 -Internal Water & Sewer	-	27 236 100	12 448 673
	TOTAL	211 265 482	177 808 946	147 339 668
ENGINEERING				
ROADS AND STORMWATER				
7327	T1523B: VICTORIA & KOLBE INTERSECTION	-	-	474 712
7327	T1520: FIRST AVENUE PEDESTRIAN BRIDGE	-	-	4 747 117
7327	NELSON MANDELA BRIDGE	-	-	7 120 675
7327	T1433: BAINSVLEI MOOIWATER BULK STORMWATER: UPGRADE	-	2 393 250	7 120 675
7327	ZIM STREET PHASE 2: KAGISANONG: UPGRADE	-	3 350 550	
7327	BULK STORMWATER PHASE 5	-	4 786 500	11 867 792
7327	BULK STORMWATER ROCKLANDS	-	4 786 500	11 867 792
7327	T1536: HEAVY REHABILITATION OF ZASTRON STREET	-	7 179 750	-
7327	T1537: HEAVY REHABILITATION OF NELSON MANDELA STREET	-	7 179 750	-
7327	DR BELCHER/MGREGOR INTERCHANGE	-	7 179 750	11 867 792
7327	SAND DU PLESSIS RD: ESTOIRE	-		
7327	REPLACEMENT OF OBSOLETE AND ILLEGAL SIGNAGE AND TRAFFIC SIGNALS	952 532	957 300	2 373 558
7327	T1430C: 7TH STR: BOTSHABELO SECTION H: UPGRADE	1 428 798	-	-
7327	T1430B: BOT RD 719&718 SECTION 0	1 905 064	-	
7327	T1539: UPGRADING OF TRAFFIC INTERSECTIONS	3 810 128	3 829 200	5 696 540
7327	T1528: MAN RD 11388 & 11297: JB MAFORA: UPGRADE	3 810 128		
7327	ROUTE 22: TAXI ROUTES BLOEMSIDE PH	4 762 660	-	-

	DETAIL OF EXPENDITURE	2020/2021	2021/2022	2022/2023
	4, 6 & CHRIS HANI PH 3: UPGRADE			
7327	T1524: BOT RD 437: SECTION A: UPGRADE	4 762 660	6 222 450	-
7327	T1527A: BOCHABELA STREETS: UPGRADE	6 667 724	-	
7327	T1538: UPGRADING INTERSECTION ST GEORGE ST & PRES BRAND	6 667 724	-	
7327	T1428A: MAN RD 198, 199 & 200: BOCHABELA(7 DAYS); UPGRADE	7 620 256	-	-
7327	T1530: BOT RD B16 & 903: SECTION T: UPGRADE	7 620 256	-	-
7327	T1523: Bot Rd 304, 305, 308: SECTION G: UPGRADE	8 572 788	-	-
7327	BATHO ROADS: UPGRADING OF ROADS AND STORMWATER	9 049 054		
7327	T1534B: VERENIGING AVENUE EXTENTION: ROADS	9 525 320	16 752 749	
7327	T1429B; MAN RD 11548: KAGISANONG: UPGRADE	13 811 714	-	-
7327	RESEALING OF STREETS/ SPEED HUMPS	23 813 300	-	-
7327	T1534: VERENIGING AVENUE EXTENTION: BRIDGE OVER RAIL	38 101 281	23 932 499	
	TOTAL	152 881 389	88 550 245	63 136 652
SANITATION				
7502	NORTH EASTERN WWTW MECHANICAL AND ELECTRICAL WORKS	-	11 966 249	12 817 215
7502	STERKWATER WWTW PHASE 3 CIVIL	9 525 320	12 444 899	11 772 849
7502	STERKWATER WWTW PHASE 3 MECH AND ELECTRICAL	78 632	10 074 694	-
7502	RAYTON MAIN SEWER	-	1 675 275	-
7502	EXTENSION BOTSHABELO WWTW CIVIL	-	1 914 600	19 937 890
7502	EXTENSION BOTSHABELO WWTW MECH AND ELECTRICAL	-	11 966 249	29 432 124
7502	EXTENSION THABA NCHU WWTW (SELOSESHA) CIVIL	28 575 961	614 084	-

	DETAIL OF EXPENDITURE	2020/2021	2021/2022	2022/2023
7502	EXTENSION THABA NCHU WWTW (SELOSESHA) MECH AND ELECTRICAL	476 266	12 297 970	16 614 909
7502	WATER BORNE SANITATION MANGAUNG WARD 8	2 381 330	-	-
7502	WATER BORNE SANITATION MANGAUNG WARD 17	2 381 330	-	-
7502	WATER BORNE SANITATION MANGAUNG WARD 45	2 381 330	-	-
7502	WATER BORNE SANITATION MANGAUNG WARD 46	2 381 330	-	-
7502	WATER BORNE SANITATION MANGAUNG WARD 34	2 381 330	-	-
7502	WATER BORNE SANITATION MANGAUNG WARD 35	2 381 330	-	-
7502	WATER BORNE SANITATION MANGAUNG WARD 32	2 381 330	-	-
7502	WATER BORNE SANITATION MANGAUNG WARD 28	2 381 330	-	-
7502	WATERBORNE SANITATION AND INTERNAL BULK SERVICES IN THABA NCHU	9 525 320	-	-
7502	UPGRADING OF WILCOCKSROAD AND RAYTON SANITATION PIPELINE	5 715 192	-	-
7502	BLOEMSPRUIT NETWORK UPGRADE BECAUSE OF DENSIFICATION IN MMM	-	2 297 520	-
7502	BOTSHABELO SECTION K PUMPSTATION AND RISING MAIN	12 859 182	1 914 600	1 898 847
7502	BOTSHABELO MAIN OUTFALL SEWER	12 859 182	7 179 750	10 602 167
7502	REFURBISHMENT OF SEWER SYSTEMS	28 575 961	-	-
7502	REFURBISHMENT OF SEWER SYSTEMS IN SOUTPAN	1 905 064	-	-
	TOTAL	129 146 720	74 345 890	103 076 001
WATER				
7612	REFURBISHMENT OF WATER SUPPLY SYSTEMS	35 243 685	11 966 249	14 241 350

	DETAIL OF EXPENDITURE	2020/2021	2021/2022	2022/2023
7612	MASELSPOORT WATER RE-USE (PUMP STATION AND RISING MAIN)	952 532	957 300	17 089 620
7612	MASELSPOORT WATER RE-USE (GRAVITY LINE TO MOCKESDAM)	952 532	957 300	17 089 620
7612	MASELSPOORT WATER RE-USE (GRAVITY TO NEWWTW)	952 532	957 300	2 373 558
7612	MASELSPOORT WATER RE-USE (BULK WATER AUGMENTATION - MOCKESDAM)	952 532	5 743 800	-
7612	MASELSPOORT WTW UPGRADING (MASELSPOORT FILTERS)	9 525 320	4 786 500	7 120 675
7612	NAVAL HILL NEW BULK DISTRIBUTION PIPELINE AND ASSOCIATED WORKS FOR REZONING	-	4 786 500	4 747 117
7612	NEW RESERVOIR IN THABA NCHU (20ML)	476 266	7 658 400	7 120 675
7612	MASELSPOORT WTW REFURBISHMENT	952 532	2 393 250	3 322 982
7612	INCREASE OF MOCKES DAM CAPACITY	-	2 393 250	-
7612	OLD/NEW ARBORETUM RESERVOIR LEAK REPAIR	1 905 064	-	-
7612	HAMILTON PARK PUMP STATION REFURBISHMENT	4 762 660	-	-
7612	PELLISSIER RESERVOIR	952 532	-	-
7612	KRUGERDRIFT DAM WTW	1 905 064	-	-
7614	REPLACE WATER METERS AND METERING OF UNMETERED SITES	28 099 695	20 103 299	20 934 785
7614	REAL LOSS REDUCTION PROGRAMME (WATER)	14 287 980	9 046 484	9 420 653
7614	AUTOMATED METER READING AND PREPAID PROGRAMME	36 117 585	14 359 499	16 614 909
7614	FIRE HYDRANTS (AUDITING, LOCKING, REPLACE AND REPAIR ETC)	-	351 808	366 359
7614	BULK SUPPLY METERS AUDIT, VERIFICATION STUDY, CALIBRATION AND INSTALLATION	-	502 582	523 370
7614	BULK SUPPLY METERS LOCATION, REPLACEMENT, CALIBRATION AND INSTALLATION OF CONTROL METERS	4 762 660	5 025 825	5 233 696

	DETAIL OF EXPENDITURE	2020/2021	2021/2022	2022/2023
7614	PRESSURE AND NETWORK ZONE MANAGEMENT (INCLUDING AUDITING OF VALVES AND PRV COMMISSIONING)	13 335 448	7 179 750	7 595 387
7614	WATER SYSTEM MANAGEMENT: INTEGRATION AND OPTIMISATION - TELEMETRY AND SCADA	-	1 507 747	1 570 109
	TOTAL	156 136 619	100 676 842	135 364 864
WASTE AND FLEET				
7711	UPGRADING AND UPLIFTING OF EXISTING WEIGHBRIDGES AND OFFICE AT SOUTHERN LANDFILL SITE	1 102 074		
7711	UPGRADING AND REFURBISHMENT OF OF NORTHERN LANDFILL SITES	918 395		
7711	UPGRADING AND REFURBISHMENT OF SOUTHERN LANDFILL SITES	918 395		
7711	REFUSE BINS FOR CBD'S IN METRO	1 377 593		
7721	DEVELOPMENT OF TRANSFER STATION IN THABA'NCHU	918 395		
7721	TWO WEIGHBRIDGES FOR TRANSFER STATION IN THABA NCHU	918 395		
7721	WEIGHBRIDGE OFFICE AT WEPENER LANDFILL SITE	551 037		
7721	FENCE AT NORTHERN LANDFILL SITE (Work in progress)	1 836 790		
7721	FENCE AT SOUTHERN LANDFILL SITE (Work in progress)	918 395		
7721	TWO WEIGHBRIDGES AT DEWETSDORP LANDFILL SITE	918 395		
	TOTAL	10 377 865	-	-
CENTLEC				
1442	BOTSHABELO: ESTABLISHMENT OF 132KV CONNECTION (VAALKRAAL)	4 591 976	-	-

	DETAIL OF EXPENDITURE	2020/2021	2021/2022	2022/2023
	TOTAL	4 591 976	-	-
TOTAL USDG ALLOCATION		731 955 210	487 823 245	494 779 566

Table 39 : USDG Project Allocations (MTREF)

Other Grant Funded Projects

Detailed below are the details of the other grant funded projects:

	DETAIL OF EXPENDITURE	2020/2021	2021/2022	2022/2023
2205	BOTSHABELO PHASE 2 - NON MOTORIZED TRANSPORT	4 000 000	7 500 000	-
2205	THABA-NCHU PHASE 2 - NON MOTORIZED TRANSPORT	3 500 000	6 500 000	-
2205	BLOEMFONTEIN PHASE 2 - NON MOTORIZED TRANSPORT	2 000 000	10 000 000	
2205	FORTHARE TRUNK ROUTE - PART A	8 500 000	-	-
2205	FORTHARE TRUNK ROUTE - PART B	5 000 000	-	-
2205	MOSHOESHOE TRUNK ROUTE - PART A	3 500 000	-	-
2205	MOSHOESHOE TRUNK ROUTE - PART B	5 000 000	-	-
2205	CHIEF MOROKA CRESCENT TRUNK ROUTE	3 500 000	-	-
2205	IPTN PHASE 1B TRUNK ROUTE (OR TAMBO ROAD)		20 000 000	20 000 000
2205	IPTN BUS DEPOT - CIVIL WORKS	9 525 000	-	-
2205	IPTN BUS DEPOT - BUILDING WORKS	1 000 000	34 500 000	41 360 924
2205	IPTN TRANSFER FACILITIES	20 000 000	5 750 000	-
2205	OPEN BUS STATIONS (BUS STOP WITH SHELTER)	2 500 000	1 250 000	7 000 000
2205	BUS STOPS (WITH POLES)	1 010 000	1 000 000	-
2205	IPTN INTERMODAL TRUNK STATION	-	-	-
2205	IPTN CONTROL CENTRE	-	-	5 000 000
2205	INTELLIGENT TRANSPORT SYSTEM	4 650 000	4 975 500	5 301 000
2205	IPTN PHASE 2 - TRUNK ROUTE (DR. BELCHER)	-	1 000 000	20 000 000
2205	IPTN: Capital Expenses - Industry Transformation	63 641 292	48 760 619	20 000 000
2205	IPTN: Capital Expenses - indirect operating expenditure	25 800 000	43 087 156	58 697 156
	TOTAL	163 126 292	184 323 275	177 359 080

Table 39: PTNG MTREF Allocation

	DETAIL OF EXPENDITURE	2020/2021	2021/2022	2022/2023
6701	WAAIHOEK PRECINCT DEVELOPMENT	10 000 000	10 000 000	11 003 000
	TOTAL	10 000 000	10 000 000	11 003 000

Table 40 : NDPG MTREF Allocation

	DETAIL OF EXPENDITURE	2020/2021	2021/2022	2022/2023
6781	HAWKING STALLS BOTSHABELO CBD	3 450 000	4 932 000	6 673 000
6781	CONTAINER PARK THABA NCHU	3 000 000	8 000 000	7 000 000
	TOTAL	6 450 000	12 932 000	13 673 000

Table 41 : ICDG MTREF Allocation

Planned Catalytic Projects 2020/21 – 2022/23 (DRAFT)

N	DETAIL OF EXPENDITURE	STATUS	2020/2021	2021/2022	2022/2023
1	VISTAPARK 2 - Internal Water & Sewer	Designs submitted but not yet approved	15,000,000	18,000,000	25,000,000
2	VISTA PARK 2-Bulk Sewer	Project is under construction	10,000,000	8,000,000	3,500,000
3	VISTA PARK 2: Electricity	Designs submitted but not yet approved	-	25,000,000	45,000,000
4	VISTA PARK 2-Roads & Storm Water	Designs submitted but not yet approved	13,000,000	20,000,000	35,000,000
5	VISTA PARK 2-Bulk Storm Water	Designs submitted but not yet approved	10,000,000	15,000,000	3,000,000
6	Vista Park 3 Civil Infrastructure	Designs submitted but not yet approved	60,000,000	57,754,800	44,375,525
7	Vista Park 3 Electrical Infrastructure	Designs submitted but not yet approved	12,000,000	56,901,915	26,223,651
	TOTALS		120,000,000	200,656,715	182,099,176

Table 42: Planned Catalytic Projects Implementation

No	DETAIL OF EXPENDITURE	STATUS	2020/2021	2021/2022	2022/2023
1	DEWETSDORP - INTERNAL RETIC (100 U)	Consultant has been appointed	3,800,000	3,600,000	-
2	FLEURDAL INFILL - SERVICES (21 U)	Consultant has been appointed	2,076,982	-	-
3	BLOEMSIDE ERF 4510 - WATER AND SEW (90 U)	Consultant has been appointed	7,469,500	-	-
4	BOTSH SEC H2873 AND G1011 INST WATER AND SEW	Consultant has been appointed	2,000,000	8,839,500	-
5	LOURIERPARK WATER AND SEWER (400 U)	Designs are approved, project is ready for implementation	-	20,000,000	12,460,000
TOTALS			15,346,482	32,439,500	12,460,000

Table 43 : Planned serviced sites

E. Catalytic Urban Development Programme Implementation

E.1 Land Assembly and Release Strategy

The city has a land disposal policy which is aimed at provide a framework for the management and disposal of the municipality's land and other immovable capital assets that are not needed to provide the minimum level of basic municipal services and that are surplus to the municipality's requirements, in a manner that primarily promotes Broad Based Black Economic Empowerment through property ownership, development and use as well as first time entry of previously disadvantaged individuals into the property market. However, the city does not have a land release strategy to ensure strategic land acquisition and disposal approaches.

The Property Management Unit of the municipality is responsible for the administration of the Disposal Policy, and in consultation with and with the assistance of the Supply Chain Management Unit of the municipality, is responsible for the administration of the competitive bidding process relating to the disposal and leasing of the Municipality's land and other immovable capital assets as contained in the Supply Chain Management Policy.

E.2 Progress with Implementation of CLDP

At this stage all of the city's catalytic development programmes are at spatial planning and none are at implementation with the exception of Hillside View and Vista Park 2 and 3.

Catalytic Land Programme Name	Integrati on Zone	Size (Ha)	Expected Output		Spatial Planning	Programme Preparation Status	Bulk Infrastruct ure (Y/N)	MTREF Allocations		
			Density	No. of Units				2020/21	2021/22	2022/23
Waaioek Precinct Redevelopm ent	1				Precinct Plan developed and approved.	Construction Phase - Urban Pocke - Pedestrian Workways	Yes	R10m	R 10m	R 11m
Vista Park 2	1	155	36.13	5600	Township Establishm ent completed and approved.	Construction Phase -Bulk Sewer and water line -	Yes	R 7m	R58m	R 58,2

Vista Park 3	1	131	38.93	5100	Township Establishm ent completed and approved.		Yes	R38 m	R 65 m	R 65 m
Hillside View	2	85	48.29	4100	Township Establishm ent completed and approved.	Construction Phase - Completed Phase (1a) Social Housing	Yes	R 35m	R 23,5m	R 24,6m
Airport Development Node	2	700	12.5	8700	Township Establishm ent completed and approved.	Township Establishm ent completed	Yes	R0	R0	R0
Estoire Development	2						No			
Cecilia Park 2532	3	155	12.26	1900	Township Establishm ent completed and approved.		Yes	R0	R0	R0
Brandkop 702	NA	285	9.47	2700	Township Establishm ent completed and approved.		No	R0	R0	R0

Table 44 : CLDP progress and MTREF allocation

E.3 Procurement Approach

The Municipality follows the SCM policy and processes to implement the catalytic programmes. There is a fully functional and capacitated SCM Unit that works with all departments to ensure implementation and performance on key projects. The city also has a Contract Management Unit under the Corporate Services Legal Sub-directorate.

E. 4 Regulatory Reform Programme

Mangaung Metro was part of CSP SNDB Re-Launch Event Hosted at the Ekurhuleni Metro on the 1st and 2nd October 2019 which was aimed at building City buy-in to the SNDB Reform

Agenda and to receive City input into the SNDB Reform support programme. The city's Reform Action Plan's were submitted and approved by NT CSP team responsible for the SNDB Programme and the city continues to submit quarterly progress report.

F. Urban Management

F.1 Urban Management

F.1.1 Mangaung Settlement Hierarchy

One of the key spatial objective of the is to prioritise development and investment in accordance with the Mangaung settlement hierarchy. In order to minimise the impact on the natural environmental resources of Mangaung, it is essential that human settlement and economic activities be consolidated around a number of strategically located settlements/nodal points within the municipality as depicted on below. These settlements will become the focal points for social and economic investment (spatial targeting) by all spheres of government as well as the private sector. Each of these settlements should comprise a diverse range of urban land uses including housing, community facilities, economic activities (job opportunities), basic engineering services like water, sanitation and electricity, a comprehensive movement network and local open space system.

Consolidating and densifying the urban fabric around these settlements should result in high density mixed uses which not only enhance the viability of the public transport system, but also optimise the operational and financial efficiency of engineering and social infrastructure and services provided. Furthermore, it will significantly reduce travel costs/ distances within and between the various urban areas which is a major benefit to the poor. The size, function and associated range of land uses/ activities provided by the settlements would differ based on factors such as historic development, location, economic potential and environmental constraints. The table below depicts the proposed hierarchy of settlements within the Mangaung area.

	Town	Hierarchy	Population Order	Community Facilities	Economic Activity
1	Mangaung	Small Metro	> 500,000	Higher Order	Comprehensive Regional/ National
2	Botshabelo	Large Town	> 200,000	Higher Order	Comprehensive Regional/ Local
3	Thaba Nchu	Medium Town	> 100,000	Middle Order	Limited Regional/ Local

4	Dewetsdorp	Small Town	> 10,000	Middle Order	Limited Regional/ Local
5	Wepener	Small Town	> 10,000	Middle Order	Limited Regional/ Local
6	Van Stadensrus	Village	> 2,000	Middle Order	Local
7	Soutpan	Village	> ,000	Basic/Mobile	Local
8	Rural Villages	Remote Villages		Basic/Mobile Selected Service Delivery Centre	Agriculture

Table 45 : Settlement hierachy

Bloemfontein/ Mangaung is the first order node (Small Metro) which holds the largest population in the municipal area. Hence, it would also accommodate the higher order (national, provincial and metropolitan) public services and community facilities like the Civic Centre, Magistrates Court, Universities, Regional Police Services, Regional Hospital, Fire Brigade and Emergency Services, etc. It also comprises the most comprehensive range of economic activities including retail, office, industrial, commercial, tourism etc. serving not only the local market, but also the region and even the national economy.

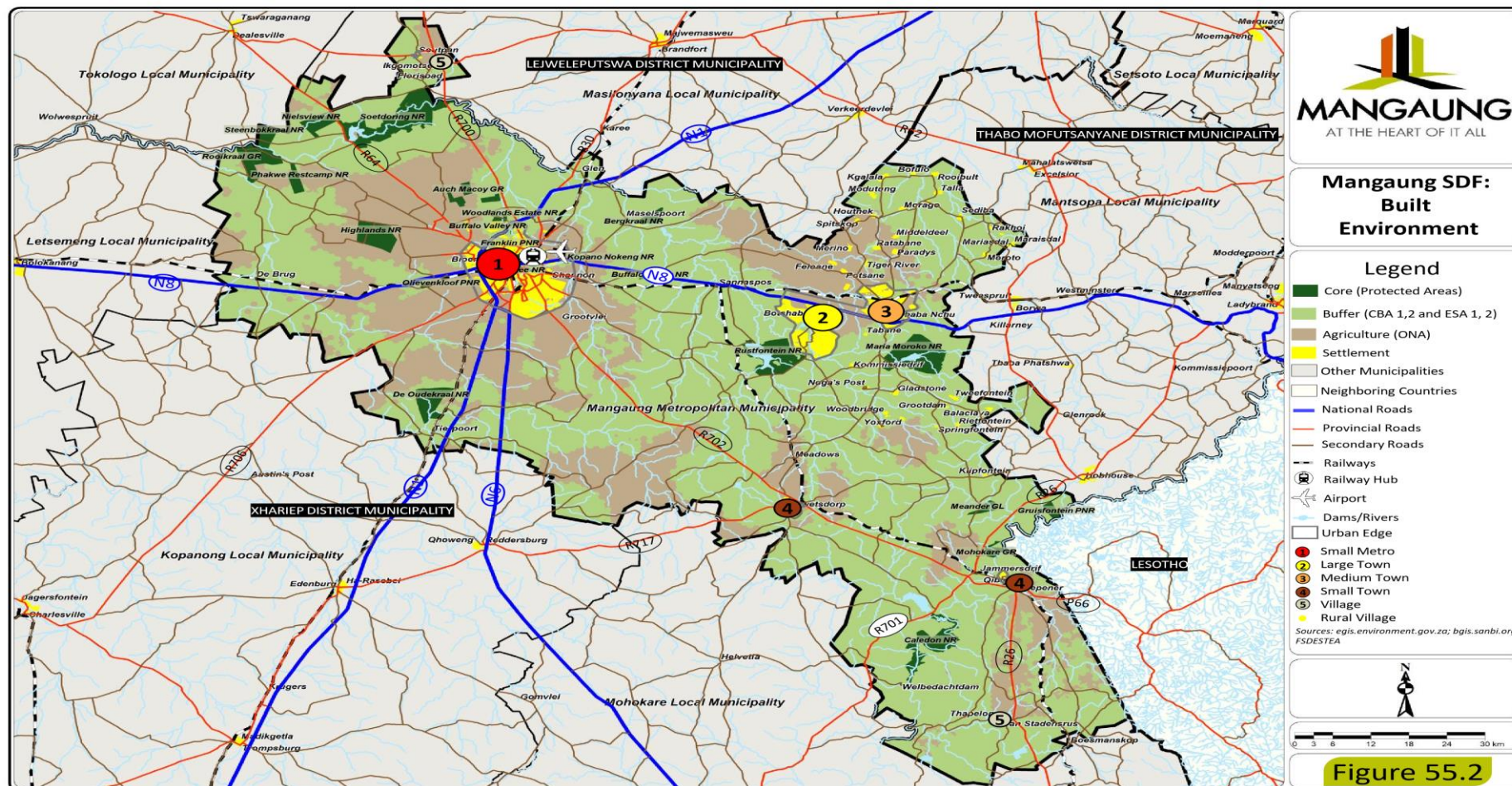
Botshabelo is classified as a Large Town and due to its high population ($\pm 200,000$ residents), it also warrants the provision of higher order community facilities like a Magistrates Court, large Police Station, University Sattelite campuses, etc. (which may be shared with Thaba Nchu).

Thaba Nchu holds a smaller population which warrants the provision of typical middle order community facilities (e.g. clinics, pre-schools, primary schools, high schools, community hall, library, municipal satellite office). It also has a limited range of economic activities predominantly serving the local needs (including the needs of the clusters of rural villages to the north and south thereof). The rural villages north and south of Thaba Nchu are primarily served by Thaba Nchu but it may be feasible to identify one or two of these villages to serve as local Service Delivery Center, providing some basic community facilities/services within convenient distance to the surrounding cluster of villages.

Dewetsdorp and Wepener are categorized as Small Towns qualifying for middle order community facilities and performing a limited range of economic funtions mainly focused on

the needs of the local population and surrounding farming communities. The villages of Van Stadensrus and Soutpan have very small populations which would normally be served by way of periodic community services like a mobile clinic, library, post office or police station. Economic activity in these villages will mostly be focused on the basic natural resources available within the area, e.g. agriculture around Van Standensrus and agriculture and mining around Soutpan.

These nodal points should be carefully planned, maintained and managed as these represent the major areas of future population growth, service delivery and economic development within the Mangaung MM.



Map 23 : Mangaung SDF: Built Environment (MSDF, 2020)

F.2 Precinct Management

F.2.1 Mangaung Metro Structure Plans

On the 31st October 2019, Mangaung Metro Municipal Council approved the following updated structure plans :

- *Oranjesig Structure Plan*
- *Willows/Park West Structure Plan*
- *Bainsvlei/Spitskop Structure Plan (North/Western Areas)*

These plans were compiled some years ago and with the continuous changing needs of community, the plans are no longer relevant, and it was imperative to review these plans to make them current and suitable to address the current and future needs of the community. Additionally, new Structure Plans have been compiled for the areas of Dan Pienaar and Brandwag which are currently under extreme pressure for development/redevelopment.

(a) Orangesig Structure Plan

Oranjesig is predominated by community facilities (Free State Psychiatric Hospital), followed by various business activities (service industries) and residential land uses. This area has experienced an alarming land use change and rapid escalation of commercial land uses, more especially along O.R Tambo Avenue and Harvey road. The residential land use component is located east of Watkey Street and along Havenga Crescent. Oranjesig serves as a south eastern entry point for major traffic volumes generated from the Mangaung settlements. O.R Tambo directs this traffic towards the Bloemfontein CBD. The Urban Development Zone affects both O.R Tambo Avenue and Krause Street. On the western side of Oranjesig, Kolbe Avenue carries the bulk of traffic flowing from the southern suburbs.

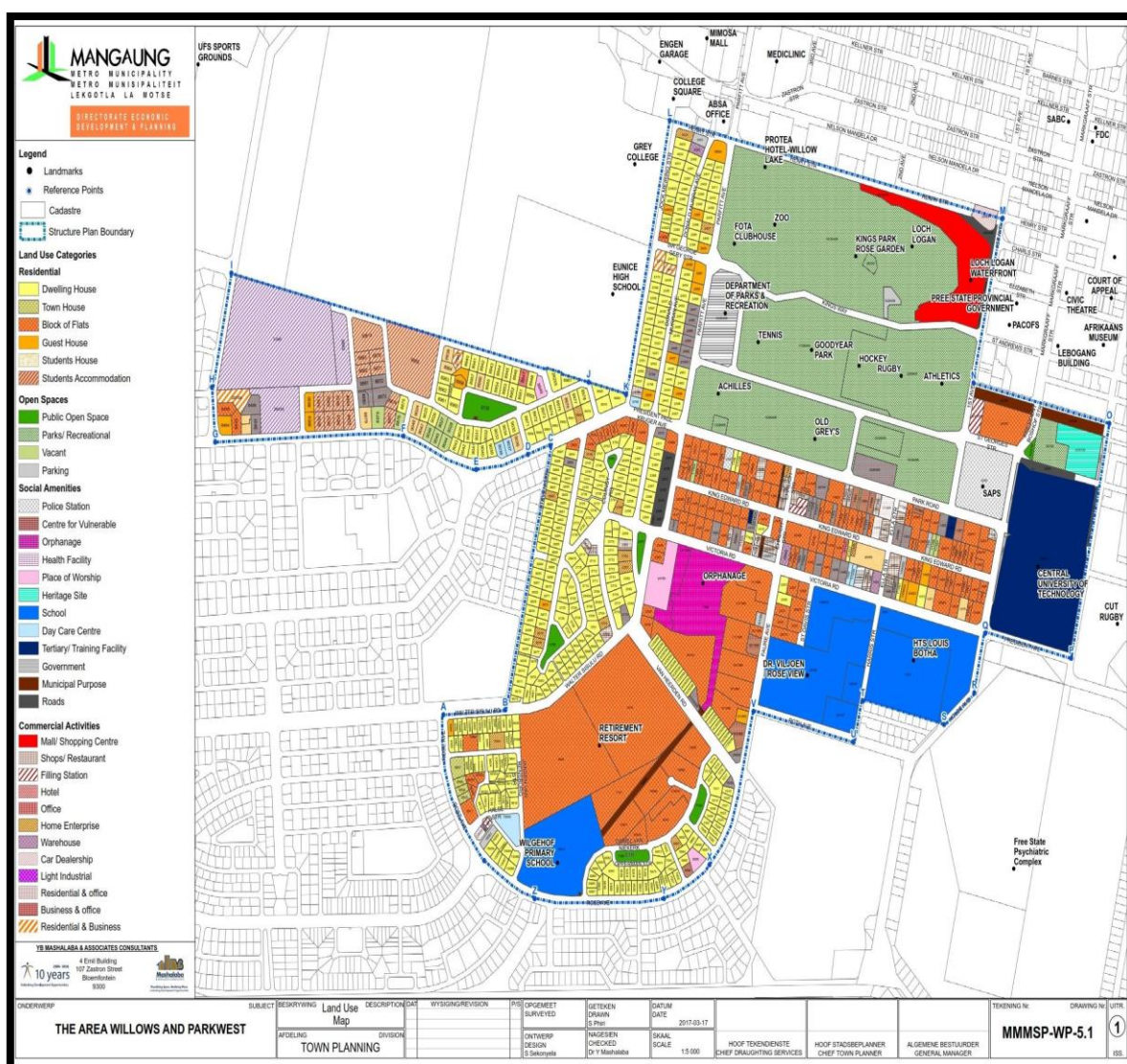
The table below depicts the spatial objectives as well as the corresponding locations for the envisaged spatial form for the Oranjesig area.

Spatial Objectives	Location
(a) Make provisions for a linkage between Oranjesig, Batho Location and the CBD in order to enhance accessible economic opportunities to bring job opportunities close to residential area.	Along Falck Street and Krause Street
(b) Make provision for mixed land use development	Between Kotze Street and Falck Street
(c) Make provisions for road upgrades.	Curie Ave/Kolbe Ave/ Pres Boshoff Str/Markgraaf Street, Kolbe Avenue and Nico Van Der Merwe Avenue Intersection
(d) Urban Development Zone	Krause Street/ O.R Tambo Avenue

Table 46 : Oranjesig spatial objectives

(b) Willow/ Park West Structure Plan

Willows/ Park West is located in the south-western quadrant of Bloemfontein, south of the Nelson Mandela Drive east of the Parfitt. The area comprises of a number of major landmarks in Bloemfontein, including Loch Logan Waterfront, Free State Stadium as well as the Central University of Technology and covers an area of 415ha.



Development trends in Willows, Universitas and Parkwest indicate a significant change in the density of the settlement (from low to medium), with an increase in student population. The increase in the number of students could be attributed to the Central University of Technology which is located on the western side of Willows along the President Boshof Street/Markgraff Street. Curie Avenue/Kolbe Avenue/President Boshoff Street act as linkage between the inner city and the south western suburbs. Walter Sisulu Road/Parfitt Avenue, running on the western side of Willows, act a direct link to N8 east and N8 west.

The spatial vision of Willows is to promote medium to high density mixed residential/business development, while retaining the recreational nature of the area. The general objectives for the Willows, Universitas and Parkwest Structure Plan are as follows:

- Retain the residential element of the neighbourhood on the south-western side of Willows;
- Allow for the development of student accommodation towards the east;
- Promote high density residential developments along Park Road, King Edward Road and Victoria Street; as well as
- Allow mixed use development to the area currently occupied by the Bloemfontein Zoo.

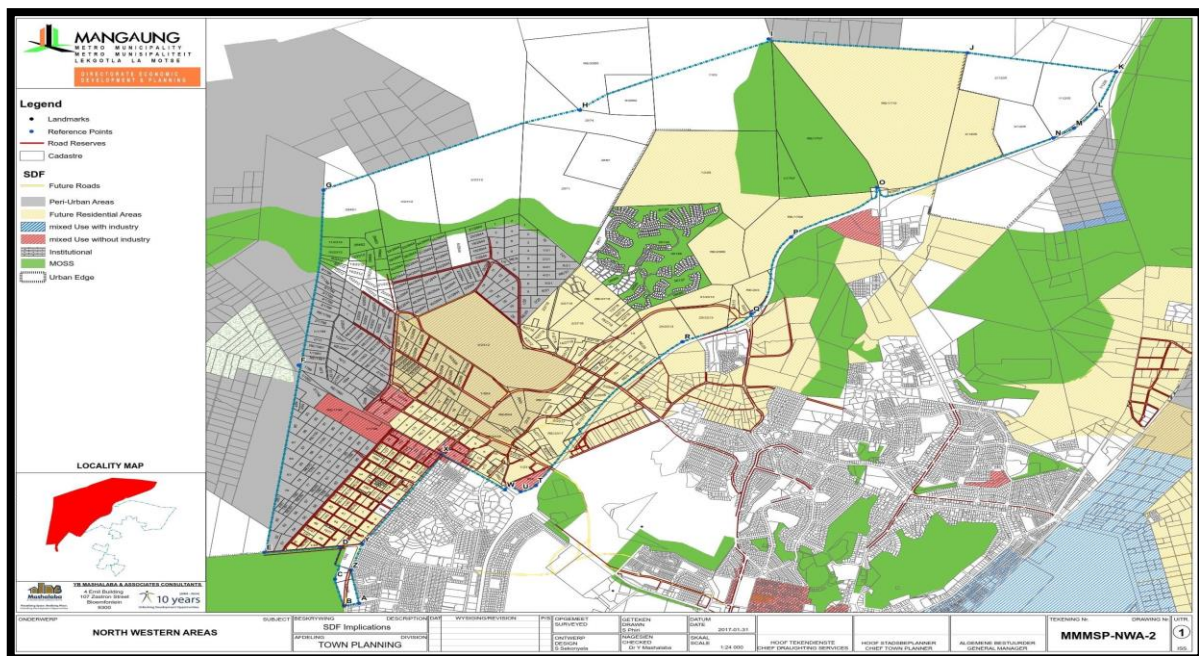
The table below show the spatial and design objectives as well as the corresponding locations:

Spatial Objectives	Locations
(a) Promote medical land uses	Erf 26764,8495,8494,8493, 8492, 1/8492, 8491 and 8486 (block of properties located at the intersection of President Paul Kruger Street and D.F. Malherbe Avenue)
(b) Promote land uses that permitted under Restricted Business 3	Properties located in Donald Murray Avenue and Jock Meiring Street, between Pres. Paul Kruger Avenue in the south and Henry Street in the north
(c) Promote land uses that permitted under Restricted Business 2	Properties located on the western side of Parfitt Avenue, between Park Road/ Pres. Paul Kruger Avenue in the south
(d) Encourage land uses that fall under General Residential 2	Properties that are located north of President Paul Kruger Avenue
(e) Encourage High density Residential Developments	Properties located south of Park Road; North of Victoria Street; East of Parfitt Avenue; and west of President Boshof Street
(f) Promote land uses that are permitted under General Business E	Ehrlich Street (from Park Road intersection to Victoria Street intersection); Ella Street (from Park Road intersection to Victoria Street intersection)
(g) Endorse Special Land Use	Properties located between Henry Street, Kingsway, Parfitt Avenue and Loch Logan Waterfront .
(h) Retain areas of nondevelopment	The public open spaces as well as the stormwater network
(i) Retain Private Open Spaces	Private Open spaces located along At Horak Street
(j) Retain low density residential properties	Properties located on the southern side of Willows
(k) Retain social amenities and educational institutions	Throughout the Suburb

Table 46 : Willows/ Parkwest spatial objectives

(c) North Western Areas Structure Plan

The North Western area is located in the southwestern quadrant of Bloemfontein and west of the suburb of Langenhovenpark and south of R64 route from Bloemfontein to Dealesville. The North Western Areas were previously characterised by low density developments, smallholdings as well agricultural land. These areas have experienced drastic developments in recent years. These changes consisted mainly of medium-high density residential, commercial and industrial developments on small holdings (Spitskop, Lilyvale, Musket) which mainly attract the middle to high income earners. The main challenge that arises from the rapid urbanisation of the North Western Areas is the provision of bulk infrastructure which, at the moment, does not match the rate at which the area is developing.



Map 26 : North-western areas structure plan

The general spatial and design objectives of the North Western Areas Development Master Plan are:

- Create integrated settlement with residential and employment opportunities in close proximity to one another;
- Manage the rate of urban sprawl with the North Western Areas;
- Promote a diverse residential settlement which integrates both the rural and urban elements of the area;
- Integrate new urban areas into the existing urban system;

- Managing current and directing future residential densities.

The table below provides the spatial elements and their estimated minimum requirements spatial form for the North Western Areas.

Spatial Elements	Description
(a) Subdivisions of Small Holdings	Manage the trend of subdividing small holdings into residential and businesses developments in order to reduce high traffic volumes during peak hours as the R64 and M14 are the only roads which links this area to Langenhoven Park and the Bloemfontein CBD.
(b) Provision of Social Amenities	Address the challenge of inadequate social amenities in the Development Master Plan Area
(c) Bulk Service Infrastructure	Ensure the provision of bulk infrastructure as well as services within the Development Master Plan Area is aligned with section 49 of SPLUMA Act 16 of 2013 and the Mangaung Bulk Civil Service Contribution Policy.
(d) Road Network	Provide a preliminary road network that indicates main connector routes and minimum required land for access/roads. Provide a summary of the total area required.

Table 47 : Northwestern areas spatial objectives

(d) Preller Square/ Dan Pienaar Structure Plan

The Preller Square Area is located on the north-western quadrant of Bloemfontein, approximately 3km east of N1 and in close proximity to the Tempe Military Base. The suburb is located northwards of Brandwag and Westdene. The area covered by the suburb is 154.4 ha. The Preller Square Area, which is traditionally a residential area, has in the past 15 years experienced a dynamic change in its land use patterns. Of most particular interest is the emergence of various business activities along Louw Wepener Street and Albrecht Street. The business component in this area is largely influenced by Preller Square. In comparison to the Emily Hobhouse Centre, Preller Square's scale of economic activity has had a far greater spinoff resulting in increased demand for business and office premises within the area. The general objectives of the Preller Square Area Structure Plan is as follows:

- To establish a sense of place and community within Preller Square area; as well as
- To allow for business development in suitable locations, as to increase spatial integration within the area.

The table below provides the spatial and design objectives and the corresponding locations for the envisaged spatial form for the Preller Square Area.

Spatial Objective	Location
(a) Retain the bulk of the structure plan area as dwelling houses	Properties that are located northwards and eastwards of Louw Wepener Street.
(b) Promote land uses relating to Restricted Business 2	Properties located along General Hertzog Street (from General Van School Street intersection to Gordon Smit Crescent intersection); as well as properties located along Louw Wepener Street (from General Dan Pienaar Drive intersection to Leipoldt Street intersection).
	Properties located along General Hertzog Street (from Albrecht Street intersection to Gordon Smit Street intersection).
(c) Retain business area	Properties located along General Dan Pienaar Drive (from Akademie Street intersection to Cachet Street intersection).


Table 48 : Preller Square spatial objectives

(e) Brandwag Structure Plan

Brandwag is a located within Integration Zone 3 in the north-western quadrant of Bloemfontein between Nelson Mandela Drive, N8 in the south, Tempe Military Base in the west and Parfitt Avenue in the east. The suburb covers an area of 187ha and is located in close proximity to the University of the Free State in the south-west and in the east and is part of the IPTN Phase 1c implementation. Brandwag is a medium to high income level suburb which is mainly characterised by residential land uses (dwelling houses, student dwellings, guesthouses and hotels), public facilities (schools, church and a health care centre) as well as business activities (Shopping Centres and a Mall).

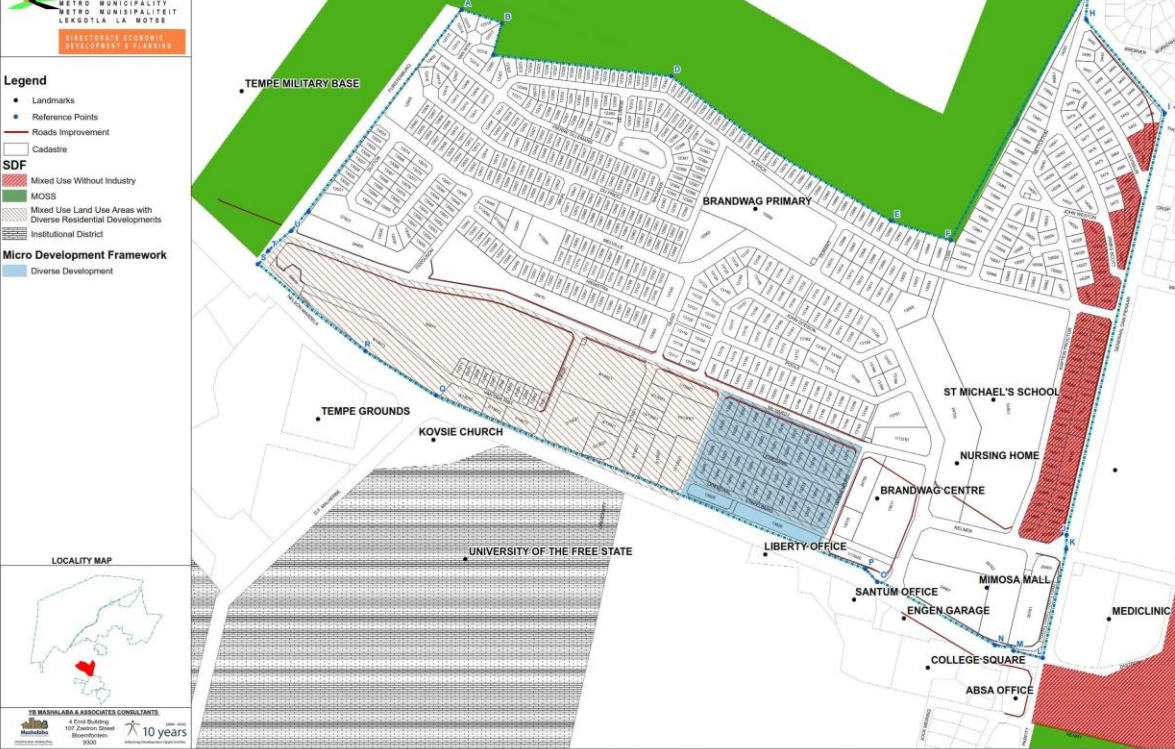
Brandwag is in close proximity to the University of the Free State, which has influenced change in the spatial form of the suburb. The residential land use component “dwelling houses” were turned into student dwellings (located mainly along McHardy Avenue, Melville

Furthermore, Brandwag has over time experienced the emergence of offices, hotels and business premises more particularly along General Dan Pienaar Drive and Nelson Mandela Drive which are both the main arterial roads that link Brandwag to the rest of Bloemfontein. These land use transitions and developments influences traffic volumes, thus create congestion during peak hours, particularly along Kellner Street where an informal public transport holding facility is situated. Road Expansions articulated in the Traffic Impact Report (Annexure A) addresses the traffic volumes in the area. The overall transformation of Brandwag has seen the following:

- 

MANGAUNG
METRO MUNICIPALITY
METRO MUNISIPALITEIT
LEKOTJA LA MOTSE

DIRECTORATE ECONOMIC
DEVELOPMENT & PLANNING



Legend

 - Landmarks
 - Reference Points
 - Roads Improvement
 - Cadastre


SDF

 - Mixed Use Without Industry
 - MOBS
 - Mixed Use Land Use Areas with Diverse Residential Developments
 - Institutional District

Micro Development Framework

 - Diverse Development

LOCALITY MAP



18 WASHLABA & ASSOCIATES CONSULTANTS
4 First Building
107 Zwenzi Street
Gaborone 0000

10 years

ORDER/REF	SUBJECT	DESCRIPTION	REVISION	DATE	BY	CHECKED	DATE	SCALE	PROJECT	DRAWING	TITLING
	SDF Implications			2017.01.31				1:1	HOOF TONKENSINDE	HOOF TONKENSINDE	ALGEMENE BESTUUR
	TOWN PLANNING								HOOF TONKENSINDE	HOOF TONKENSINDE	ALGEMENE BESTUUR

THE BRANDWAG SUBURB AND SURROUNDING AREAS

TITLING: **MMMSP-BW-2**

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The structure plan for Brandwag envisions a spatial integrated neighbourhood which promotes densification through the provision of affordable housing which can assist in addressing the housing demand in the suburb as well as the proposed Access Management Plan for properties located along the General Dan Pienaar Drive Traffic Impact Assessment which can allow flexible traffic flow that also promotes safety and accessibility.

The key design objectives for Brandwag Structure Plan are to:

- establish a sense of place and community within Brandwag;
- create greater housing choice diversity and affordable places to live within the area;
- create a diverse and vibrant Brandwag;
- provide for local and regional employment and business activity;
- provide efficient and better transport choices within Brandwag;
- deliver accessible, integrated and adaptable community infrastructure for the area.

The table below details the spatial objectives of the brandwag structure plan and each specific location.

Spatial Objective	Location
(a) Retain the bulk of the structure plan area as dwelling houses	Properties located on the northern side of Melville Drive including Brandwag primary, ST Michael's School as well as properties located on Nettelton Street.
(b) Strengthening of Mimosa and Brandwag centre as node with the provision of street expansion to cater for extra traffic).	Road expansion on the Melville Drive, McHardy Avenue and Kellner Street
(c) Make provision for road extension (SDF).	McHardy Avenue linking from Kellner Street, running parallel in a westerly direction towards Furstenberg Road where it links up with Nelson Mandela drive
(d) Make provision for a public transport facility.	Road Improvements along Kellner Street
(e) Retain for medium density student dwelling along Mc Hardy Avenue pending	Properties on McHardy Avenue

road expansion that can allow high density student accommodation.	
(f) Retain the medium and high density residential dwelling houses.	Properties on the northern side of McHardy Avenue, between Hugo Street and Ferguson Street
(g) Make provisions for economic development opportunities	General Dan Pienaar Drive
(h) Medical Use Zone	Poole Street, John Chard Street
(i) Maintain Open Space	Hugo Street, Furstenberg Road, Delange Street, and along Nettleton Street

Table 50 : Brandwag spatial objectives

G. Reporting and Evaluation

The city is in the process of internalising and consolidating data elements for reporting on indicators. Currently, there is inadequate data to populate most of the indicators. There city is committed to make necessary arrangements and changes so that we begin to report on the indicators in the financial year.

Code	Indicator	Status
WG13	Percentage change in the value of properties in Integration Zones	With the review of the SDF and Integration Zone, Planning department must review baselines and dataset due to increased scope of the IZs.
CC2	Number of land use applications processed in integration zones as a percentage of the total number of land use applications submitted city-wide.	Data on land use application is available internally.
CC3	Number of building plan applications processed in integration zones as a percentage of the total number of building plan applications city-wide.	Data on land use application is available internally. Baselines to be generated and reporting to be commenced in 2020/21
IC1	New subsidised units developed in Brownfields developments as a percentage of all new subsidised units city-wide	Public sector info available from the Provincial HS Department. Main challenge is collection of private sector data.
IC2	Gross residential unit density per hectare within integration zones	Not ready
IC3	Ratio of housing types in integration zones	No baseline information and targets not set yet.
IC4	Ratio of housing tenure status in integration zones	No baseline information and targets not set yet.

IC5	Ratio of land use types (residential, commercial, retail, industrial) in integration zones	No baseline information and targets not set yet.
IC6	% households accessing subsidy units in integration zones that come from informal settlements	No baseline information and targets not set yet.
IC7	Number of all dwelling units within Integration Zones that are within 800 metres of access points to the integrated public transport system as a percentage of all dwelling units within Integration Zones	No baseline information and targets not set yet.
IC8	Percentage share of household income spent on transport costs for different household income quintiles city-wide	No baseline information and targets not set yet. Data set not available internally
IC9	Capital expenditure on integrated public transport networks as a percentage of the municipal capital expenditure	
IC11a	% learners travelling for longer than 30 minutes to an education institution	No baseline and dataset information and targets not set yet.
IC11b	% of workers travelling for longer than 30 minutes to their place of work	No baseline and dataset information and targets not set yet.
PC4	Commercial and industrial rateable value within integration zone for a single metro as a % of overall commercial and industrial rateable value for that same metro.	No baseline information and targets not set yet.

Table 51 : Built environment outcomes

H. City Support Implementation Plan

H.1 City Support Implementation Plan

The CSP supports metropolitan municipalities to lead the development of more inclusive, productive and sustainable cities. It follows an outcomes-based and results-focussed approach summarised in the programme's Theory of Change, underpinned by the Built Environment Value Chain.

H.2 Implementation Progress

The Cities Support Programme implements several National level (supply) projects and activities that lead to the generation and sharing of innovative practices and processes aligned with the Theory of Change and also if requested by cities (demand side) through their City Support Implementation Plans (CSIP's). Projects and activities are implemented at a national level through component (Core City Governance, Human Settlements, Public Transport and Economic Development) plans. The key source of project identification however are the CSIP's that have been approved and developed jointly with the cities.

Programme Theme	Projects implemented in MMM under CSP 1
City Governance	<ul style="list-style-type: none">✓ Strategic Development Review (2017)✓ Transversal Management Practice (Leadership bootcamps and project design and implementation)✓ Individual and Team (Leadership Coaching for EMT and departmental teams)✓ CIDMS Workshops✓ Executive Leadership Programme: GIBS✓ Urban Network Strategy Refresher Workshop (2017)✓ Financial Recovery Plan✓ Circular 88 Support
Human Settlement	<ul style="list-style-type: none">✓ Planning Support: Understanding Residential Property Market Reports (2016 and 2018)✓ Upgrading Support: City wide Informal Settlement Upgrading support
Economic Development	<ul style="list-style-type: none">✓ Catalytic Land Development Programme (Workshop and Guidance, Airport Development Node Peer Review exercise)✓ Sub National Doing Business (Technical Support, Peer Learning, Workshops)
Climate resilience	<ul style="list-style-type: none">✓ BEPP Support✓ Cities Water Resilience Peer Learning
Public Transport	<ul style="list-style-type: none">✓ BEPP Support (Guidance)✓ IPTN Support

With the transition to CSP 2, the city has concluded and signed-off the CSIP and the following are the implementation projects.

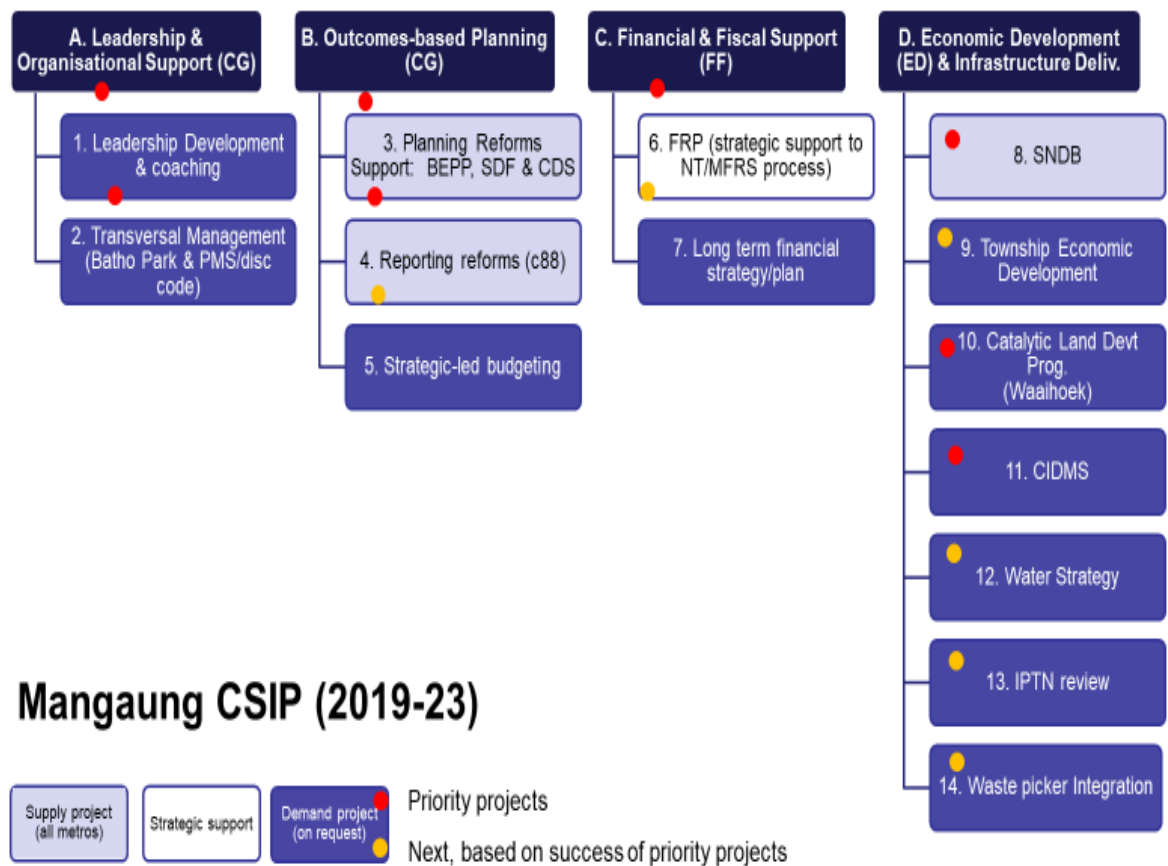


Figure 39: Mangaung CSIP (2019-23)

Annexure 1

Catalytic Urban Development Programme

Project List				Funding Source (Total Project Value)											Programme Status (% of Project Complete)				
					Municipal						Private Funding								
Metro	IZ	Catalytic Programme	Catalytic Projects	Total Value (R'm)	Own	Loan	Grant	Provincial	National	SOE	PPP	SPV	Private Sector only	Private Sector or Leverage %	Inception	Concept	Pre Feasibility	Feasibility	Preparation Finalisation
Mangau ng	IZ 1	Waaihoek Precinct Redevelopment	Vehicular Bridge Over Rail	R 320, 4 m			R 320, 4m								100%	100%	100%	100%	0%
			Pedestrianisation-Greening of Bloemspruit	R 5, 8 m			R 5, 8m								100%	100%	100%	100%	0%
			Walkways - Fan Mile Bloemspruit Greening	R 10, 6m			R 10, 6 m								100%	100%	100%	100%	0%
		IPTN	Trunk Route Fort Hare Street	R 13, 5 m			R 13, 5 m								100%	100%	100%	100%	40%
		Community Residential Units	Dark and Silver City Redevelopment					R 60 m							100%	100%	100%	100%	70%
		Human Settlements Mixed Developments	Vista Park 2				R 123, 2 m								100%	100%	100%	100%	20%
			Vsta Park 3				R 168 m								100%	100%	100%	100%	20%
		Economic Dev Prog	Batho Heritage Park		12 m										100%	100%	100%	100%	0%

Project List				Funding Source (Total Project Value)											Programme Status (% of Project Complete)				
					Municipal						Private Funding								
Metro	IZ	Catalytic Programme	Catalytic Projects	Total Value (R'm)	Own	Loan	Grant	Provincial	National	SOE	PPP	SPV	Private Sector or only	Private Sector or Leverage %	Inception	Concept	Pre Feasibility	Feasibility	Preparation Finalisation
			(Heritage and Tourism)																
	IZ2	IPTN	Bus depot Civil Works				R 9,5 m								100%	100%	100%	100%	40%
			Bus Depot Building Works				R 76,8 m								100%	100%	100%	100%	10%
			OR Tambo Trunk Route				R 40 m								100%	100%	100%	100%	0%
			Dr Belcher Trunk route				R 21 m								100%	100%	100%	100%	0%
		Economic Dev Prog	Bochabela Boxing Arena		R 10 m										100%	100%	100%	100%	0%
		Human Settlements Mixed Developments	Hillside View					R 83,1m							100%	100%	100%	100%	40%
		Informal Settlement Upgrading	Caleb Motshabi Upgrading					R 254,4							100%	100%	100%	100%	45%
		IZ3	National Training Center						R 3751m						100%	100%	100%	100%	10%
	IZ4	Economic Dev Prog	Thaba Nchu Micro retail Park				R 18 m								100%	100%	100%	100%	20%
		Economic Dev Prog	Botshabelo Industrial Park (Phase 2)						R 40 m						100%	100%	100%	100%	0%

Annexure 2

SPATIAL BUDGETING MIX							
Entity	Spatial Targeting Area		Outside Integration Zone			Other	Total
	Integration Zones	Prioritized Integration Zone Precincts	Informal Settlements	Marginalised Areas	Established Economic Nodes (Incl. Growth Areas)		
Metro	R 546 062 575	R 31 000 000	R 337 818 000	R 1 080 920 065	R 18 000 000	R -	R 1 982 800 640
Provincial	R 397 588 000	R -	R 254 433 000	R -	R -	R -	R 652 021 000
National	R 375 146 963	R -	R -	R -	R -	R -	R 375 146 963
SOEs	R -	R -	R -	R -	R -	R -	R -
PPP	R -	R -	R -		R -	R -	R -
TOTAL	R 1 318 797 538	R 31 000 000	R 592 251 000	R 1 080 920 065	R 18 000 000	R -	R 3 009 968 603

Detailed Project List of The FS Provincial Government

(a) FS Department of Public Works

Public Works Project Pipeline													
Project / Programme Name	Type of Infrastructure	Municipality / Region	IDMS Gates /	Project		Total Project Costs	Total expenditure from previous years	Indicative Baseline 2020/21 '000	Revised Baseline 2020/21 '000	Indicative Baseline 2021/22 '000	Reprioritisation	Revised Baseline 2021/22 '000	2022/23 '000
			Project Status	Start Date	End Date								
BOTSHABELO TRP	Access roads	Mangaung	Design	01/04/2019	31/03/2023	16 000	-	5 000	5 298	5 000	-1 359	3 641	3 641

Public Works Project Pipeline													
DEWETSDORP TRP	Access roads	Mangaung	Design	01/04/2019	31/03/2023	15 000	-	5 000	2 786	5 000	-2 214	2 786	2 786
WEPENER TRP	Access roads	Mangaung	Design	01/04/2019	31/03/2023	18 000	-	6 659	3 676	6 659	-2 983	3 676	3 676
BIOMETRIC & CCTV	Office building	Mangaung	Planning	01/04/2020	30/03/2022	30 000	-	10 000	10 000	10 000		10 000	10 000
FIDEL CASTRO CLADDING	Office building	Mangaung	Planning	01/04/2020	30/03/2023	64 859	-	37 889	37 889	13 169		13 169	13 801
HAMILTON R/O PHASE II	Office building	Mangaung	Design	01/09/2016	01/03/2022	47 685	5 230	15 000	15 000	15 000		15 000	16 357
HAMILTON R/O PHASE II	Office building	Mangaung	Design	01/09/2016	01/03/2021	10 721	-	2 917	2 917	3 902		3 902	-
OLD PSHYCIATRIC TOWARDS OFFICES	Office building	Mangaung	Planning	01/04/2021	30/03/2023	45 390	-	-	-	27 405	-8 000	19 405	25 985
THUSANONG OFFICE UPG	Office building	Mangaung	Planning	01/04/2019	30/03/2022	21 336	-	7 000	7 000	7 000		7 000	7 336
BOTSHABELO TRP	Access roads	Man Mangaung	Training	01/04/2019	31/03/2023	606			202		202	202	202
DEWETSDORP TRP	Access roads	Man Mangaung	Training	01/04/2019	31/03/2023	681			227		227	227	227
Total								89 465	84 995	93 135	-14 127	79 008	84 011

(b) FS Department of Agriculture

FS Department of Agriculture Project Pipeline														
Project / Programme Name	Type of Infrastructure	Municipality / Region	IDMS Gates /	Nature of Investment	Delivery Mechanism (Individual project)	Project	Project	Total Project Costs	Total expenditure from	Indicative Baseline 2020/21	Revised Baseline 2020/21	Indicative Baseline 2021/22	Revised Baseline 2021/22	2022/23

			Project Status		or Packaged program)	Start Date	End Date		previous years					
Office Maintenance	Infrastructure improvement at Glen	Mangaung Metro - Glen	On going	Maintenance and repairs	Individual	01/04/2006	31/03/2025	450 000	89 180	10 000	10 000	10 000	10 000	10 000
Glen Upgrades	Upgrading of the Glen Agricultural Institute	Mangaung Metro - Glen	Design	Upgrades and additions	Individual	01/04/2014	31/03/2025	100 000	52 006	28 877	28 877	36 262	36 262	36 262
Karee Nursery	Upgrading of Offices	Mangaung Metro	Construction	New infrastructure assets	Packaged	01/04/2014	31/03/2025	500 000	257 000	7 385	7 385	-	-	-
Upgrading of Glen College	Upgrading of Glen College	Mangaung Metro - Glen	Construction	Upgrades and additions	Individual	01/04/2018	31/03/2019	24 598	8 598	-	-	-	-	-
Total										46 262	46 262	46 262	46 262	46 262

(C) FS Department of Human Settlements

FS Department of Human Settlements Project Pipeline													
Project / Programme Name	Type of Infrastructure	Municipality / Region	Nature of Investment	Delivery Mechanism (Individual project)	Project	Project	Total Project Costs	Total expenditure from previous years	Indicative Baseline 2020/21	Revised Baseline 2020/21	Indicative Baseline 2021/22	Revised Baseline 2021/22	2022/23
				or	Start Date	End Date							
				Packaged program)									
F10080012/1 Thaba Nchu - 400 Namso Construction Your Trade Civils Incompl 2013/14 (Jore Construction 2010/2011)	CAPITAL	MANGAUNG	Infrastructure transfers - Capital	Individual Project	18-Aug-10	31-Mar-20	80 386	44 114	21 207	21 207	-	-	-
F11010013/1 Botshabelo- 900 Pamper & Suprim Imcompl. 2013/14(Koena Prop (2010/2011)	CAPITAL	MANGAUNG	Infrastructure transfers - Capital	Individual Project	04-Jan-14	31-Mar-20	126 456	85 625	20 286	20 286	-	-	-
F14110004/1 HDA MTOP 2014 - 2018	TRANSFER CURRENT	MANGAUNG	Infrastructure transfers - Current	Individual Project	06-Nov-14	31-Mar-19	98 882	72 418	14 057	14 057	13 608	13 608	14 261
F15020030/1 Bloemfontein - 1500 Caleb Motshabi	CAPITAL	MANGAUNG	Infrastructure transfers - Capital	Individual Project	01-Apr-15	31-Mar-20	311 090	294 034	115 260	115 260	67 951	67 951	71 213

FS Department of Human Settlements Project Pipeline													
Project / Programme Name	Type of Infrastructure	Municipality / Region	Nature of Investment	Delivery Mechanism (Individual project)	Project	Project	Total Project Costs	Total expenditure from previous years	Indicative Baseline 2020/21	Revised Baseline 2020/21	Indicative Baseline 2021/22	Revised Baseline 2021/22	2022/23
				or	Start Date	End Date							
				Packaged program)									
F15080001/1 Bloemfontein - 600 IRDP Hillside View/Kentha Dev(2016/17) 532	CAPITAL	MANGAUNG	Infrastructure transfers - Capital	Individual Project	30-Jun-16	31-Mar-19	117 221	54 211	35 500	35 500	23 513	23 513	24 642
F16040047/1 Mangaung Accreditation Support	TRANSFER CURRENT	MANGAUNG	Infrastructure transfers - Current	Individual Project	01-Apr-16	31-Mar-18	7 500	7 500	2 000	2 000	2 500	2 500	2 620
F16040050/6 Operational Capital 2016/18 Hss Suppport (AREANGO 6)	NON INFRA CURRENT	MANGAUNG	Non Infrastructure	Individual Project	31-Oct-18	21-Oct-21	25 959	12 236	7 500	7 500	7 500	7 500	7 860
F17040012/1 Bloemfontein Hillside View Flisp 230	TRANSFER CURRENT	MANGAUNG	Infrastructure transfers - Current	Individual Project	01-Apr-17	31-Mar-18	8 730	8 730	8 730	8 730	8 730	8 730	9 149
F17040014/1 OPSCAP 2017/18 Project Management Unit	NON INFRA CURRENT	MANGAUNG	Non Infrastructure	Individual Project	01-Apr-17	31-Mar-19	50 258	50 258	18 574	18 574	18 574	18 574	19 465
F18040001/1 Individual Subsidies 2018/19	TRANSFER CURRENT	MANGAUNG	Infrastructure transfers - Current	Individual Project	01-Apr-18	31-Mar-19	13 707	13 707	9 520	9 520	9 520	9 520	9 977

FS Department of Human Settlements Project Pipeline													
Project / Programme Name	Type of Infrastructure	Municipality / Region	Nature of Investment	Delivery Mechanism (Individual project	Project	Project	Total Project Costs	Total expenditure from previous years	Indicative Baseline 2020/21	Revised Baseline 2020/21	Indicative Baseline 2021/22	Revised Baseline 2021/22	2022/23
				or	Start Date	End Date							
				Packaged program)									
F18040007/1 Deed Searches for Beneficiary Management	NON INFRA CURRENT	MANGAUNG	Non Infrastructure	Individual Project	01-Apr-18	31-Mar-20	2 416	2 456	5 720	5 720	5 720	5 720	5 994
F18080002/1 FLISP 2019/20	TRANSFER CURRENT	MANGAUNG	Infrastructure transfers - Current	Individual Project	00 January 1900	00 January 1900	9 900	9 900	9 900	9 900	9 900	9 900	10 375
F18100006/1 Botshabelo 100 2020/21	CAPITAL	MANGAUNG	Infrastructure transfers - Capital	Individual Project	00 January 1900	00 January 1900	-	-	12 520	12 520	-	-	-
F18100008/1 Bloemfontein 100 2020/21	CAPITAL	MANGAUNG	Infrastructure transfers - Capital	Individual Project	00 January 1900	00 January 1900	-	-	12 520	12 520	-	-	-
F99040002/2 Bloemfontein - 360 Dark and City Hostel CRU Ruwacon & Sedtrade - Bottom site / Top site(LTE)	CAPITAL	MANGAUNG	Infrastructure transfers - Capital	Individual Project	30-Jul-14	31-Mar-19	363 682	313 040	30 000	30 000	-	-	-
MANGAUNG Title Deed Restoration	CAPITAL	MANGAUNG	Infrastructure transfers - Capital	Individual Project	01-Apr-14	31-Mar-20	8 215	8 215	33 860	33 860	-	-	-
Total									357 154	357 154	167516	167516	175556

(d) **FS Department of Police, Roads and Transport**

FS Department of Police, Roads and Transport Project Pipeline												
Project / Programme Name	Type of Infrastructure	Municipality / Region	IDMS Gates /	Nature of Investment	Delivery Mechanism (Individual project)	Project	Project	Total Project Costs	Total expenditure from previous years	Revised Baseline 2020/21	Revised Baseline 2021/22	2022/23
			Project Status		or	Start Date	End Date					
					Packaged program)							
Ladybrand Access Bridge	Road	Mangaung	Construction 1%-25%	New infrastructure assets	Individual project	01-Apr-19	31-Mar-20	25 000	-	-	10 000	
Thaba Nchu Publ Trprt Route_Acc	Gravel Roads	Mangaung	Construction 1%-25%	Upgrades and additions	Individual project	01-Apr-19	31-Mar-20	110 000	66 485	41 000	-	-
Thaba Nchu Publ Trprt Route_Acc	Gravel Roads	Mangaung	Construction 1%-25%	Refurbishment and rehabilitation	Individual project	01-Apr-19	31-Mar-20	70 000		-	26 000	
Thaba Nchu Transport Route (EPWP)	Gravel Roads	Mangaung	Construction 1%-25%	Refurbishment and rehabilitation	Individual project	01-Apr-19	31-Mar-20	30 000	16 128	7 532	-	-
Botshabelo Transport Route	Gravel Roads	Mangaung	Construction 1%-25%	Refurbishment and rehabilitation	Individual project	01-Apr-19	31-Mar-20	50 000	-	-	-	-
Re-gravelling-Mangaung	Road	Mangaung	Construction 1%-25%	Maintenance and repairs	Individual project	31-Oct-18	30-Oct-21	200 000	48 182	10 000	40 000	40 000
A238 Bloemfontein Airport	Roads	Mangaung	Construction 1%-25%	Maintenance and repairs	Individual project	30-Apr-19	31-Mar-21	52 250		-	-	-
P6/1 & P6/2 Bfn - Dewetsdorp - Wepener	Roads	Mangaung	Construction 1%-25%	Maintenance and repairs	Individual project	30-Apr-19	31-Mar-21	255 075	99 075	60 000	56 000	-
Total										118532	132 000	40000

(e) FS Department of Health

FS Department of Health												
Project name	Project Status as per IDMS	Municipality / Region	Economic Classification (Buildings and Other fixed Structures, Goods & Services, Plant, machinery & Equipments, COE)	Type of infrastructure	Project duration		Total project cost	Professional Fees 2020/21 (R'000)	Construction 2020/21 (R'000)	MTEF Forward estimates		
				Regional/District/Central Hospital; Clinic; Community Health Centre; Pharmaceutical Depots, Mortuary etc	Date: Start	Date: Finish				MTEF 2020/21	MTEF 2021/22	MTEF 2022/23
Caleb Motshabi CHC (Bloemfontein)	Planning	Mangaung Metro	Buildings and Other Fixed Structures	Clinic and CHS	01-Apr-20	31-Mar-24	76 700	90	410	500	2 000	3 000
Dinaane Clinic (Thaba Nchu)	Design	Mangaung Metro	Buildings and Other Fixed Structures	Clinic and CHS	01-Apr-20	31-Mar-23	50 000	1 800	8 200	10 000	10 000	10 000
Heidedal CHC (Bloemfontein)	Planning	Mangaung Metro	Buildings and Other Fixed Structures	Clinic and CHS	01-Apr-20	31-Mar-24	76 700	90	410	500	2 000	3 000
Westdene Clinic Bloemfontein	Planning	Mangaung Metro	Buildings and Other Fixed Structures	Clinic and CHS	01-Apr-20	31-Mar-23	8 000				3 000	3 000
Pelonomi: Addition of the Commuters' Waiting Area	Planning	Mangaung Metro	Buildings and Other Fixed Structures	Provincial Hospital	01-Apr-20	31-Mar-23	5 000				3 000	1 000
EMS Offices (old Mortuary) Bloemfontein	Construction	Mangaung Metro	Buildings and Other Fixed Structures	EMS Offices	26/09/2019	25-Sep-20	5 000			5 000		
Fauna Clinic (Bloemfontein)	Construction	Mangaung Metro	Buildings and Other Fixed Structures	Clinic and CHS	03-Jun-19	02-Jun-20	6 340		3 280	2 000	3 500	1 500

FS Department of Health												
Project name	Project Status as per IDMS	Municipality / Region	Economic Classification (Buildings and Other fixed Structures, Goods & Services, Plant, machinery & Equipments, COE)	Type of infrastructure	Project duration		Total project cost	Professional Fees 2020/21 (R'000)	Construction 2020/21 (R'000)	MTEF Forward estimates		
				Regional/District/Central Hospital; Clinic; Community Health Centre; Pharmaceutical Depots, Mortuary etc	Date: Start	Date: Finish				MTEF 2020/21	MTEF 2021/22	MTEF 2022/23
Phetogo Clinic (Thaba Nchu)	Planning	Mangaung Metro	Buildings and Other Fixed Structures	Clinic and CHS	01-Apr-20	31-Mar-23	10 000				2 500	5 500
Kgalala Clinic (Thaba Nchu)	Planning	Mangaung Metro	Buildings and Other Fixed Structures	Clinic and CHS	01-Apr-20	31-Mar-22	4 000		2 000	2 000	2 000	
Maletsatsi Mabaso Clinic	Planning	Mangaung Metro	Buildings and Other Fixed Structures	Clinic and CHS	01-Apr-20	31-Mar-21	2 000		2 000	2 000	1 500	
MUCPP CHC Phase 2	Construction	Mangaung Metro	Buildings and Other Fixed Structures	Clinic and CHS	01-Apr-20	31-Mar-23	7 000		2 000	2 000	2 000	3 000
Opkoms Clinic (Bloemfontein)	Construction	Mangaung Metro	Buildings and Other Fixed Structures	Clinic and CHS	01-Apr-20	31-Mar-23	11 000		2 000	2 000	3 180	2 000
Seadimo Clinic (Thaba Nchu)	Planning	Mangaung Metro	Buildings and Other Fixed Structures	Clinic and CHS	01-Apr-20	31-Mar-22	4 000		3 000	3 000	1 000	
Bloemspruit clinic	Construction	Mangaung Metro	Buildings and Other Fixed Structures	Clinic and CHS	29-Apr-19	28-Apr-20	10 000			600	3 000	4 000
Mafane Clinic	Construction	Mangaung Metro	Buildings and Other Fixed Structures	Clinic and CHS	29-Apr-19	28-Apr-20				250		

FS Department of Health												
Project name	Project Status as per IDMS	Municipality / Region	Economic Classification (Buildings and Other fixed Structures, Goods & Services, Plant, machinery & Equipments, COE)	Type of infrastructure	Project duration		Total project cost	Professional Fees 2020/21 (R'000)	Construction 2020/21 (R'000)	MTEF Forward estimates		
				Regional/District/Central Hospital; Clinic; Community Health Centre; Pharmaceutical Depots, Mortuary etc	Date: Start	Date: Finish				MTEF 2020/21	MTEF 2021/22	MTEF 2022/23
Klipfontein Clinic	Construction	Mangaung Metro	Buildings and Other Fixed Structures	Clinic and CHS	29-Apr-19	28-Apr-20				250		
Dr. JS Moroka Hospital: Refurbishment	Planning	Mangaung Metro	Buildings and Other Fixed Structures	District Hospital	01-Apr-17	31-Mar-23	250 000	1 800	8 200	10 000	5 000	9 000
National Hospital: Repairs and Renovations of Admission, Administration, Emergency and External Works	Design and documentation, ready for procurement	Mangaung Metro	Buildings and Other Fixed Structures	District Hospital	01-Apr-16	31-Mar-23	60 448				11 269	10 000
National Hospital: Repairs and Renovations of Cookfreeze	Design and documentation, ready for procurement	Mangaung Metro	Buildings and Other Fixed Structures	District Hospital	01-Apr-16	31-Mar-23	51 301		5 000	5 000	10 000	
National Hospital:	Design and documentation,	Mangaung Metro		District Hospital	01-Apr-16	31-Mar-23	55 584				13 180	10 000

FS Department of Health												
Project name	Project Status as per IDMS	Municipality / Region	Economic Classification (Buildings and Other fixed Structures, Goods & Services, Plant,machinery & Equipments, COE)	Type of infrastructure	Project duration		Total project cost	Professional Fees 2020/21 (R'000)	Construction 2020/21 (R'000)	MTEF Forward estimates		
				Regional/District/Central Hospital; Clinic; Community Health Centre; Pharmaceutical Depots, Mortuary etc	Date: Start	Date: Finish				MTEF 2020/21	MTEF 2021/22	MTEF 2022/23
Repairs and renovations of Dental Clinic, Stepdown, Maternity Home and Auditorium	ready for procurement		Buildings and Other Fixed Structures									
National Hospital: Repairs and Renovations of Doctors' Residence and Outpatient	Design and documentation, ready for procurement	Mangaung Metro	Buildings and Other Fixed Structures	District Hospital	01-Apr-16	31-Mar-23	52 467		25 000	25 000		
National Hospital: Repairs and Renovations of Wards: 2,3,4,5,6,7&8	Design and documentation, ready for procurement	Mangaung Metro	Buildings and Other Fixed Structures	District Hospital	01-Apr-16	31-Mar-23	99 220				17 871	10 000
National Hospital: Repairs and Renovations of Workshops, Garages, Laundry, Mortuary, Pharmacy and Kitchen	Design and documentation, ready for procurement	Mangaung Metro	Buildings and Other Fixed Structures	District Hospital	01-Apr-16	31-Mar-23	63 718		30 000	30 000		

FS Department of Health												
Project name	Project Status as per IDMS	Municipality / Region	Economic Classification (Buildings and Other fixed Structures, Goods & Services, Plant, machinery & Equipments, COE)	Type of infrastructure	Project duration		Total project cost	Professional Fees 2020/21 (R'000)	Construction 2020/21 (R'000)	MTEF Forward estimates		
				Regional/District/Central Hospital; Clinic; Community Health Centre; Pharmaceutical Depots, Mortuary etc	Date: Start	Date: Finish				MTEF 2020/21	MTEF 2021/22	MTEF 2022/23
Botshabelo Hospital	Planning	Mangaung Metro	Buildings and Other Fixed Structures	District Hospital	01-Apr-21	31-Mar-23	5 000			2 000	2 000	3 000
Pelonomi - Completion Perimeter Fence, (Including Entrance Gate and Public Parking)	Construction	Mangaung Metro	Buildings and Other Fixed Structures	Provincial Hospital	26-Jul-19	25-Jul-20	15 000		5 198	5 198		
Pelonomi - Refurbish All Roofs	Planning	Mangaung Metro	Buildings and Other Fixed Structures	Provincial Hospital	01-Apr-15	31-Mar-23	19 041		5 000	5 000	5 000	4 000
Pelonomi - Maternity	5% complete	Mangaung Metro	Buildings and Other Fixed Structures	Provincial Hospital	01-Oct-15	31-Mar-23	50 100		10 000	10 000	10 000	3 000
Pelonomi - Refurbish Records And Archives	Planning	Mangaung Metro	Buildings and Other Fixed Structures	Provincial Hospital	01-Mar-18	31-Mar-23	47 390	360	1 640	2 000	2 000	5 000
Pelonomi - Refurbish Water Reticulation & Under Floor Areas	Design	Mangaung Metro	Buildings and Other Fixed Structures	Provincial Hospital	01-Mar-16	31-Mar-23	15 000	540	2 460	3 000	2 000	2 000

FS Department of Health												
Project name	Project Status as per IDMS	Municipality / Region	Economic Classification (Buildings and Other fixed Structures, Goods & Services, Plant, machinery & Equipments, COE)	Type of infrastructure	Project duration		Total project cost	Professional Fees 2020/21 (R'000)	Construction 2020/21 (R'000)	MTEF Forward estimates		
				Regional/District/Central Hospital; Clinic; Community Health Centre; Pharmaceutical Depots, Mortuary etc	Date: Start	Date: Finish				MTEF 2020/21	MTEF 2021/22	MTEF 2022/23
Pelononi - Refurbishment of Admissions, Casualty, Trauma and Emergencies	Identified	Mangaung Metro	Buildings and Other Fixed Structures	Provincial Hospital	01-Apr-18	31-Mar-23	12 000	360	1 640	2 000	1 000	4 000
Pelononi ICU and Radiology Water Damage Repairs	Construction	Mangaung Metro	Buildings and Other Fixed Structures	Provincial Hospital	29-Apr-19	28-Apr-20	1 500			1 000		
Free State Psychiatric Complex (FSPC) (Child Mental Health Unit)	Planning	Mangaung Metro	Buildings and Other Fixed Structures	Specialised Hospital	01-Apr-17	31-Mar-24	10 000	900	4 100	5 000	5 000	7 000
Universitas White Building	Planning	Mangaung Metro	Buildings and Other Fixed Structures	Central Hospital	01-Apr-20	31-Mar-24	13 000			5 000	5 000	3 000
Universitas Academic Hospital	Planning	Mangaung Metro	Buildings and Other Fixed Structures	Central Hospital	01-Apr-17	31-Mar-24	15 000	900	4 100	5 000	5 000	5 000
EMS College	Planning	Mangaung Metro	Buildings and Other Fixed Structures	Training College	01-Apr-19	31-Mar-24	20 000	1 260	5 740	7 000	5 000	5 000

FS Department of Health												
Project name	Project Status as per IDMS	Municipality / Region	Economic Classification (Buildings and Other fixed Structures, Goods & Services, Plant,machinery & Equipments, COE)	Type of infrastructure	Project duration		Total project cost	Professional Fees 2020/21 (R'000)	Construction 2020/21 (R'000)	MTEF Forward estimates		
				Regional/District/Central Hospital; Clinic; Community Health Centre; Pharmaceutical Depots, Mortuary etc	Date: Start	Date: Finish				MTEF 2020/21	MTEF 2021/22	MTEF 2022/23
Bloemfontein Laundry	Identified	Mangaung Metro	Buildings and Other Fixed Structures	Laundry	01-Mar-20	31-Mar-23	10 000	900	4 100	5 000	5 000	
Installation of and Replacement of Lifts (Universitas and National Hospital)	Planning	Mangaung Metro	Buildings and Other Fixed Structures	Other	01-Apr-19	31-Mar-23	19 000	720	3 280	4 000	4 000	6 333
FSSON Mangaung Metro	Construction	Mangaung Metro	Buildings and Other Fixed Structures	Nurses Residence	01-Mar-19	31-Mar-23	20 000			8 000	9 000	3 000
Medical Depot- Roof	Planning	Mangaung Metro	Buildings and Other Fixed Structures	Medical Depot	01-Apr-20	31-Mar-23	25 000			5 000	9 000	3 000
Medical Depot- fence and associated works	Planning	Mangaung Metro	Buildings and Other Fixed Structures	Medical Depot	01-Apr-20	31-Mar-23	5 022			4 000	1 022	1 000
Botshabelo Hospital Drs residence	Planning	Mangaung Metro	Buildings and Other Fixed Structures	District Hospital	01-Apr-20	31-Mar-23				2 000		
Pelonomi Hospital	Planning	Mangaung Metro	Goods and Services	Provincial Hospital	01-Apr-16	31-Mar-23	5 000	360	1 640	2 000	3 000	1 000
Pelonomi ICU	Final Completion	Mangaung Metro	Goods and Services	Provincial Hospital	01-Apr-20	31-Mar-21	80 847					
Total									140398	182298	169 022	130 333

ANNEXURE 3: SPATIAL BUDGETING

Metro: Mangaung Metro
2020/21 MTREF

SPATIAL BUDGETING MIX							
Entity	Spatial Targeting Area		Outside Integration Zone			Other	Total
	Integration Zones	Prioritized Integration Zone Precincts	Informal Settlements	Marginalised Areas	Established Economic Nodes (Incl. Growth Areas)		
Metro	R 546 062 575	R 31 000 000	R 337 818 000	1 080 920 065	R 18 000 000	R -	R 1 982 800 640
Provincial	R 397 588 000	R -	R 254 433 000	R -	R -	R -	R 652 021 000
National	R 375 146 963	R -	R -	R -	R - 40 000 000	R -	R 415 146 963
SOEs	R -	R -	R -	R -	R -	R -	R -
PPP	R -	R -	R -		R -	R -	R -
TOTAL	R 1 318 797 538	R 31 000 000	R 592 251 000	R 1 080 920 065	R 58 000 000	R -	R 3 049 968 603

Annexure 4

Catalytic Urban Development Project Pipeline Template							
PROJECT DESCRIPTION							
Name of Integration Zone	Network Element	Name of Precinct	Name of Project	Description of project	Location	Type (e.g. Residential)	Yield (Quantity)
						As Per Guideline	As per Guideline
Integration							
	Hub						
	[Insert name of Hub]						
		[Insert name of Precinct]					
			[Insert name of Project]				
	Corridor						
	[Insert name of Corridor]						
		[Insert name of Precinct]					
			[Insert name of Project]				

